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THE REGIONAL MUNICIPALITY OF
HAMILTON-WENTWORTH

Roads Department
Special Projects Office



Class Environmental
Study Report

Stone Church Road

from Garth Street to East of
Upper Mount Albion Road

Appendices

Predesign & Special Projects,
Roads Department

April, 1995



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APPENDICES

- A: Tree Inventories**
- B: Phase I: Problem Identification**
- C: Phase II: Planning Solutions**
- D: Phase III: Design Alternatives**

APPENDIX A -

Tree Inventories

- 1. Tree Survey of Stone Church Road
Arbor Consultants, August 25, 1992**

(Tree numbers refer to the original mapping of the tree survey, which is available for review at the Special Projects Office. This report identified trees considered to be significant/valuable by the arborist.)

- 2. Updated Tree Inventory
Landplan Collaborative Ltd., February 15, 1995**

(Tree numbers refer to Figure 4, sheets 1 - 21. This inventory assumes all trees are important and recommends preservation except where trees are diseased or are located within the reconstruction area. Where trees are of a small diameter, they are recommended for transplanting.)

EXECUTIVE SUMMARY

A tree survey of all trees within, and in close proximity of, the road allowance for Stone Church Road between Garth Street and Upper Mount Albion Road was authorized by the Predesign and Special Projects Division of the Roads Department, the Regional Municipality of Hamilton-Wentworth.

The field work was undertaken by Erik Jorgensen, R.P.F., of Arbor Consultants, in July, and all observations and conclusions are reported in detail in the following pages.

It should be noted:

1. The report identifies 520 trees to tree species by Latin and Common names.
2. The number of tree species were 42 belonging to 28 genera.
3. The possible origin of the trees is discussed and it is concluded that few, if any, trees are direct descendants of trees from the Carolinian Forest inhabiting the site before settlement.
4. Trees of special value due to their unusual tree species or tree size have been located by map and are proposed for consideration in the planning process.
5. All trees requiring maintenance or removal for traffic safety reasons are listed in Table VI by map and tree numbers.
6. A recommendation for a continued tree maintenance program aimed at removing existing traffic hazards and facilitating the implementation of a road widening has been made.

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1.0 INTRODUCTION

A tree survey and inventory was requested in June of 1992 by the Regional Municipality of Hamilton-Wentworth for the Stone Church Road, between Garth Street and Upper Mount Albion Road.

Arbor Consultants were authorized to undertake the survey by letter of July 13, 1992 (File #60.19.01.2) from the Predesign and Special Projects Division, Roads Department, the Regional Municipality of Hamilton-Wentworth, which provided twenty three maps (1:500) covering the section of Stone Church Road, showing the present and proposed road location, with the instruction that all trees within 50 feet of the road's centre line should be identified, described and measured (height and diameter at breast height).

The field work was completed in the latter part of July and the early part of August, and the results were tabulated and analyzed in the office. This report contains the field data with notations, as well as a series of tables documenting the overall nature of the tree population, health problems and suggested maintenance actions required at present. A set of maps with approximate tree locations is appended for proper location of all trees surveyed and described.

2.0 METHODS AND TECHNIQUES

2.1 Measurement of Diameter and Height

The diameter of all trees was measured in cm at breast height (1.4 m) with the application of a tree calliper for trees under 55 cm and a diameter tape for larger trees. This diameter is referred to as the diameter at breast height and recorded as DBH.

Tree heights were measured by the use of a Suunto hypsometer (PM-5/1520) and a metric tape measure to obtain the appropriate distance to the tree, for a large number of trees, but were estimated for smaller and less significant trees on the basis of the hypsometer measurements.

2.2 Tree Identification

In order to facilitate the collection of field data, a code system based on the trees' "Common Names" has been applied. However, due to the great number of genera and species, the system used in this case required considerable modification.

While the Common names may be essential to some readers, they can be confusing to others, and it was therefore decided to apply Latin names to all trees.

The code for each species refers in general to the Common name as follows: the first one or two capital letters indicate genus and the species is recorded by the appended lower case letters. Thus CHbl stands for Black Cherry.

In order to facilitate the proper decoding of the field notes, the following two tables are presented.

Table I gives the Latin and the Common name of the Genus, and Table II with entry by the generic Latin name presents both Latin and Common names of all tree species. Further, in Table II, all exotic tree species found are noted.

TABLE I: CODES USED FOR GENERA

<u>CODE</u>	<u>GENUS LATIN NAME</u>	<u>COMMON NAME</u>
A	Fraxinus	Ash
A & P	Pyrus	Apple or Pear (Domestic)
B	Betula	Birch
C	Thuja	Cedar
CA	Catalpa	Catalpa
CH	Prunus	Cherry
CR	Malus	Crab Apple
E	Ulmus	Elm
G	Gleditsia	Honey-Locust
H	Aesculus	Horsechestnut
HA	Crataegus	Hawthorn
HI	Carya	Hickory
I	Ostrya	Ironwood
J	Amelanchier	Juneberry
JU	Juniperus	Juniper
L	Robinia	Black Locust
LA	Larix	Larch
M	Acer	Maple
MU	Morus	Mulberry
O	Quercus	Oak
P	Pinus	Pine
PO	Populus	Poplar
S	Picea	Spruce
SO	Sorbus	Rowanberry
T	Tilea	Basswood & Linden
TT	Liriodendron	Tulip Tree
WA	Juglans	Walnut
WI	Salix	Willow

TABLE II: TREE SPECIES IDENTIFICATION

<u>GENUS</u>	<u>SPECIES</u>	<u>COMMON NAME</u>	<u>CODE</u>	<u>EXOTIC</u>
Acer	A. negundo	Manitoba Maple	Mm	
	A. platanoides	Norway Maple	Mn	
	A. saccharinum	Silver Maple	Msi	
	A. saccharum	Sugar Maple	Ms	
Aesculus	A. hippocastanum	Horsechestnut	H	X
Amelanchier	A. arborea	Downy Juneberry	J	
Betula	B. papyrifera	White Birch	Bw	
Carya	C. cordiformis	Bitternut Hickory	Hlb	
	C. ovata	Shagbark Hickory	Hls	
Catalpa	C. speciosa	Catalpa	CA	X
Crataegus	C. spp.	Hawthorn	HA	
Fraxinus	F. americana	White Ash	Aw	
	F. pennsylvanica	Green Ash	Ag	
Gleditsia	G. triacanthos	Honey-Locust	G	X
Juglans	J. nigra	Black Walnut	WAb	
Juniperus	J. spp.	Juniper	JU	X
Larix	L. laricina	Larch (Tamarack)	LA	X
Liriodendron	L. tulipifera	Tulip-Tree	TT	
Malus	M. spp.	Crab Apple	CRA	X
Morus	M. alba	White Mulberry	MU	X
Ostrya	O. virginiana	Ironwood	I	
Picea	P. abies	Norway Spruce	Sn	
	P. glauca	White Spruce	Sw	
	P. pungens	Blue Spruce	Sb	
Pinus	P. nigra	Austrian Pine	Pa	X
	P. strobus	White Pine	Pw	
	P. sylvestris	Scotch Pine	Ps	X

<u>GENUS</u>	<u>SPECIES</u>	<u>COMMON NAME</u>	<u>CODE</u>	<u>EXOTIC</u>
Populus	P. deltoides	Cottonwood (Poplar)	PO	
Prunus	P. padus	Bird Cherry	CHbi	X
	P. serotina	Black Cherry	CHbl	
Pyrus	P. communis	Domestic Pear	A & P	X
	P. malus	Domestic Apple	<u>A</u> & P	X
Quercus	Q. macrocarpa	Bur Oak	Ob	
	Q. rubra	Red Oak	Or	
Robinia	R. pseudoacacia	Black Locust	Lb	X
Salix	S. spp.	Willow	W	X
Sorbus	S. aucuparia	Rowanberry	SO	X
Thuja	T. occidentalis	White Cedar	Cw	
Tilia	T. americana	Basswood	Tb	
	T. cordata	Little Leaf Linden	TI	X
Ulmus	U. americana	White Elm	Ew	
	U. pumila	Siberian Elm	Es	X

2.3 Health Observations

On the basis of many years of work on diseased trees and their diseases, a rating system is offered on the basis of the overall appearance of each tree measured with the use of the following simple rating system:

1. "Healthy": There is no indication of stress or disease.
2. "Weak": Observed die-back of crown, stem decay or unusually small and discoloured leaves.
3. "Poor": Dying (or dead) trees or trees that may pose traffic hazards.

This system will naturally have some weakness as trees described as healthy may have hidden internal decay, but category #2 "Weak" and #3 "Poor" are quite distinct and of practical immediate value. They show trees requiring maintenance or removal as stated in the comments and recommendation column.

TABLE III: FIELD INFORMATION

Tree #	Tree Spp.	DBH cm	H m	Health Rating	Comments - Recommendations
<u>Map I</u>					
1	Mn	8	7	3	Sunscald & lawnmower damage - Remove!
2	MU	12 12	6	1	Two stems - Pruning!
3	Aw	14	8	1	
4	Tb	42	6	3	Storm damage - Remove!
5	Tb	39	13	1	
<u>Map II</u>					
1	Ew	40	16	1	
2	Tb	13	6	2	Suppressed by tree #1 - shrub - Remove!
3	Ew	12	5	1	
4	Ms	24	9	3	Dead top due to fill on adjacent property - Remove!
5	Or	44	12	1	Decapitated by Hydro
6	Ms	39	14	1	
7	Ms	19	11	1	
8	Tb	10	4	2	Suppressed
9	Tb	24	13	1	
10	Hls	26	14	1	Valuable tree
11	Ms	19	8	3	Stem decay - remove!
12	Ms	8	5	1	Suppressed
13	Ms	12	5	1	Suppressed
14	CHbl	42	16	1	Valuable - Hydro pruned
15	Hls	22	14	1	Valuable
16	Ms	14 11	10	1	Two stems - under Hydro wires
17	Ms	20	12	1	
18	Ms	12	8	1	

Tree #	Tree Spp.	DBH cm	H m	Health Rating	Comments - Recommendations
19	Ms	11	8	1	
20	Ms	25	15	1	Suppresses small Ms
21	Ms	15	6	1	
22	Ms	32	17	1	
23	I	13	5	1	Suppressed
24	Ms	16	8	1	Topped
25	Ms	15	13	1	
26	Tb	19	7	1	Topped
27	I	24	14	1	Valuable
28	I	23	13	1	Valuable
29	I	16	13	1	Valuable
30	Ms	68	19	1	Valuable
31	Tb	18	-	1	Low value
32	I	9	-	1	Low value
33	I	22	-	1	Low value
34	Tb	16	-	1	Topped - low value
35	Hlb	19	8	1	Valuable
36	Or	55 25	22	2	Severe stem decay
37	Ms	65	23	2	Die-back of crown - private drive construction - Prune
38	Or	27	20	3	Sidewalk construction - Remove!
39	Ms	22	18	1	
40	Aw	33	22	1	
41	Or	37	20	2	Die-back due to placement of fill - Prune.
42	Or	12	8	1	Location poor - Remove?
43	Ag	10	5	1	Location poor - Remove?
44	Ms	60	22	3	Construction - Remove!
45	Tb	16	7	2	Suppressed - Remove! Under Hydro wires.
46	Ms	11	7	2	Too close to driveway - Remove!

Tree #	Tree Spp.	DBH cm	H m	Health Rating	Comments - Recommendations
47	Hls	23	16	1	Valuable
48	HIb	35	18	3	Construction - Remove.
49	Tb	15 9	8 7	1	Suppressed - Remove?
50	Tb	24	10	3	Severe decay - Remove!
51	WAb	55	24	3	Remove!
52	G	22	10	1	
53	Sw	24	18	1	
54	Mm	37	17	1	
55	Cw	18	9	1	
56	Sw	19	13	1	
57	Sw	17	10	1	Topped
58	WAb	74	21	2	Severe internal decay
59	Msi	22	14	1	
60	Msi	29	16	1	
61	Msi	37	16	1	
62	Msi	27	15	1	
63	Msi	47	18	1	
64	Msi	43	19	1	
65	Msi	51	18	1	
66	Hls	38	17	1	Valuable
67	Ms	22	10	1	Suppressed
68	HIb	45	16	1	Valuable tree
69	Hls	30	21	1	Valuable tree
70	HIb	44	22	1	Valuable tree
71	HIb	31	19	1	Valuable tree

Map III

1	TI	25	8	1	
2	TI	27	10	1	Hydro pruned
3	TI	24	9	1	
4	Pa	26	10	1	

Tree #	Tree Spp.	DBH cm	H m	Health Rating	Comments - Recommendations
5	TI	28	8	1	
6	Pa	31	8	1	
7	TI	36	15	1	
8	Ew	31	10	1	
9	I	24	10	1	Valuable tree
10	PO	21	7	1	Hydro pruned
11	Mn	29	11	1	Hydro pruned
12	Mn	34	11	1	Hydro pruned
13	Hls	26	14	1	Valuable tree
14	Hls	17	12	1	Valuable tree
15	TI	24	13	1	
16	Ob	46	18	1	Valuable tree
17	Sw	21	12	1	
18	Mn	32	17	1	
19	Sb	29	18	1	Three trees
20	Sb	30	17	1	Three trees
21	TI	34	16	1	
22	G	10	6	1	
23	CA	10	3	1	
24	WAb	50	22	1	Valuable tree
25	H	67	20	1	"
26	H	72	21	1	"
27	Aw	103	18	3	Severe decay, lightning damage, topped - Remove!
28	Aw	25	12	3	Die-back, decay at base - Remove
29	Ob	137	23	1	Heritage tree, valuable - Save!
30	Mn	17	8	1	
31	Sb	11	5	1	
32	Sb	15	5	1	
33	SO	25	12	1	
34	Sb	18	12	1	

Tree #	Tree Spp.	DBH cm	H m	Health Rating	Comments - Recommendations
35	Sb	18	11	1	
36	Sw	8	12	1	
37	Sw	23	12	1	
38	Sw	12	12	1	
39	Or	13	7	2	Suppressed
40	Sw	6	4	2	Suppressed.
41	Sw	24	12	1	
42	Sw	10	5	1	Suppressed.
43	Sw	13	6	1	
44	Sw	10	6	1	Suppressed.
45	Sw	13	7	1	
46	Sw	8	4	1	<u>Note:</u> There are 12 dead Cottonwoods behind #34 - 46. Hazard trees - Remove!
47	Sw	9	4	1	
48	Sw	9	4	1	
49	Sw	9	4	1	
50	Sw	9	4	1	
<u>Map IV</u>					
1	Ms	63	10	3	Severe decay and die-back - Remove!
2	Sn	38	16	1	
3	Ms	50	14	1	
4	TI	34	12	1	
5	TI	36	14	1	
6	Mn	42	16	1	Crimson King
7	Ps	38	15	1	
8	WAb	21	14	1	Valuable tree
9	TI	25	7	1	
10	Ps	24	16	1	

Tree #	Tree Spp.	DBH cm	H m	Health Rating	Comments - Recommendations
11	LA	34	14	1	Valuable tree
12	TI	68	16	1	
13	Ps	33	15	1	
14	Ps	26	15	1	
15	Ps	23	15	1	
16	Ps	26	13	1	
17	Ps	21	14	1	
18	TI	28	14	1	
19	Mn	12	16	1	
20	H	13	6	1	
21	Sw	19	5	1	
22	Ms	16	10	1	
23	Ms	17	9	1	
24	Bw	33	12	1	
25	Msi	42	14	1	

Old fenceline on south side of road should not be affected by road widening. Contains apple, oak, elm, hawthorn, hickory, cherry of no great value.

Map V

1	Ps	22	7	2	Suppressed
2	Ps	21	9	1	
3	A & P	44	12	1	
4	Sw	12	9	1	
5	Pw	25	14	1	
6	Sw	15	11	1	
7	Ms	36	16	1	
8	Ms	34	16	1	
9	Ms	32	16	1	
10	Es	36	15	1	
11	Es	51	16	1	

Tree #	Tree Spp.	DBH cm	H m	Health Rating	Comments - Recommendations
12	JU	13	9	1	
13	Ps	41	11	1	
14	Ms	46	16	1	
15	Msi	70	18	1	Two stems
16	Msi	34	16	1	
17	Msi	22	14	1	Severe lean toward road - Remove!

Map VI

1	Msi	33	15	1	
2	Msi	64	18	1	
3	Msi	33	9	1	
4	Msi	47	22	1	
5	Msi	45	19	1	
6	Msi	41	20	1	
7	Msi	61	21	1	
8	Msi	41	18	1	
9	Msi	65	22	1	
10	Msi	50	21	1	
11	Msi	50	21	1	
12	Msi	49	21	1	
13	Mn	36	20	1	
14	Lb	78	22	1	
15	Msi	77	22	3	Severe decay - Remove!
16	H	58	20	1	
17	TT	43	21	1	Valuable tree
18	Ms	70	20	1	Valuable
19	Mm	23	11	2	Poor tree - Remove!
20	Ms	68	22	3	Severe decay, dead major branches - Remove!
21	WAb	11	10	2	Suppressed
22	Mm	49	20	3	Poor crown shape - decay - Remove!

Tree #	Tree Spp.	DBH cm	H m	Health Rating	Comments - Recommendations
23	Ew	14	8	1	
24	Mn	18	11	1	
25	Ag	18	10	1	
26	Mn	20	12	1	
27	Ag	24	16	1	
28	H	10	8	1	
Map VII					
1	Mn	28	18	1	
2	Mn	27	18	1	
3	Mn	30	16	1	
4	Pa	39	20	1	
5	Sb	19	14	1	
6	Pa	45	19	1	
7	CHbi	13	10	2	Suppressed
8	CHbi	34	18	1	
9	Ms	35	19	1	
10	Mn	22	14	1	Crimson King
11	Ps	24	7	1	
12	Ps	18	7	1	
13	Ms	55	20	1	
14	Mn	24	14	1	
15	Mn	33	18	1	
16	TI	34	18	1	
17	Mn	32	16	1	
18	Mn	38	16	1	
19	Aw	39	16	1	
20	Mn	30	15	1	
21	Mn	29	14	1	
22	Mn	32	14	1	
23	Sn	35	18	1	
24	Msi	48	14	1	

Tree #	Tree Spp.	DBH cm	H m	Health Rating	Comments - Recommendations
25	H	13	7	1	
26	Mn	32	13	1	
27	Mn	24	12	1	
28	Mn	18	10	3	Severe basal decay - Remove!
29	WAb	34	16	1	Valuable
30	Ew	22	12	1	
31	Lb	80	20	1	Valuable
32	Sn	41	18	1	
33	Ps	45	14	1	
34	Ps	27	10	1	Suppressed
35	Ob	52	19	1	Valuable
36	Ag	20	11	1	
37	Mn	21	9	1	Crimson King
38	H	88	16	2	Severe decay in stem
39	Ob	59	20	2	Basal decay
40	CHbl	17 26	12	3	Suppressed by #39 - Remove!
41	Ob	21	14	1	
42	A & P	29 17 28	12	2	

Map VIII

1	Ob	63 70 70	20	3	Three stems. Severe decay - Remove!
2	Mn	28	16	1	
3	Mn	32	16	1	
4	Sn	40	18	1	
5	CHbl	32 42 44	12	2	Three stems - poor crown structure
6	Mn	25	14	1	
7	CHbl	36 40	12	2	Two stems

Tree #	Tree Spp.	DBH cm	H m	Health Rating	Comments - Recommendations
8	Sn	47	19	1	
9	Mn	43	16	1	
10	WAb	46	17	3	Severe lightning damage - Remove!
11	Ob	90	21	2	Branch die-back - Prune & Feed!
12	Sn	12	8	3	Construction damage - Remove!
13	Ew	39	17	1	
14	Msi	50	20	1	
15	Msi	49	20	1	
16	Ob	64	22	1	
17	Ob	32	16	1	
18	Sn	40	14	1	
19	Sn	30	15	1	
20	Sn	35	15	1	
21	Sn	33	15	1	
22	Sn	23	12	1	
23	WAb	14	9	1	
24	Sn	32	15	1	
25	Ew	32	9	1	
26	Sbl	21	16	1	
27	Ew	32	9	1	
28	Ew	32	10	1	
29	Sbl	41	16	1	
30	Ps	35	14	1	
31	Ps	21	14	1	
32	Ps	20	14	1	
33	WAb	18	13	1	
34	Mm	15	9	1	
35	WAb	13	16	1	
36	WAb	29	16	1	
37	WAb	23	16	1	

Tree #	Tree Spp.	DBH cm	H m	Health Rating	Comments - Recommendations
<u>Map IX</u>					
1	PO	34	-	3	Dead crown - Remove - Hazard!
2	PO	27	-	3	Dead crown - Remove - Hazard!
3	PO	53	-	3	Dead crown - Remove - Hazard!
4	A & P	30	-	3	Dead tree - Remove!
5	Sn	38	16	1	
6	Sn	23	14	1	
7	WAb	18 14	10	1	Suppressed
8	W	33	14	1	
9	Ps	18	10	1	
10	Ps	19	9	1	
11	Ps	22	10	1	
12	Ps	25	7	1	
13	Cw	11	5	1	
14	Ew	20 21	11	1	Two stems
15	WAb	23	11	1	
16	Ob	73	27	1	
17	WAb	65	22	2	Basal decay - construction
18	WAb	16	8	1	
19	Ms	55	20	1	Valuable
<u>Map X</u>					
1	TI	29	10	1	
2	Sn	26	18	1	
3	Ew	20 22 22	9	1	Three stems
4	Msi	51	20	1	
5	A & P	17	4	1	
<u>Map XI</u>					
1	Tb	16 15	5	2	Two stems - tree decapitated

Tree #	Tree Spp.	DBH cm	H m	Health Rating	Comments - Recommendations
2	Ew	21 19	12	1	Two stems
3	Ew	22	12	1	
4	Ew	10	9	1	
5	Ew	35	19	1	Valuable
6	HA	-	6	1	Multi-stemmed
7	HA	-	6	1	Two stems
8	Ob	75	23	1	Valuable tree
9	Ob	20	8	1	
10	Ew	31	15	1	
11	<u>A</u> & P	17 21	8	1	Two stems - Prune!
12	HIs	29	18	1	
13	HIs	20	10	1	
14	Ob	70	21	2	Pruning required! Valuable!
15	HIs	25	10	1	Suppressed
16	HA	11	4	1	
17	W	38	17	2	Decay
18	W	38	17	2	Decay
19	W	35	17	2	Decay
20	W	20	17	2	Decay
21	Ew	12	6	1	
22	W	32	17	2	Decay
23	W	39 42	17	3	Severe decay - Remove!
24	W	41	17	2	
25	Ew	22	12	1	
26	W	31	17	3	Severe decay - Remove!
27	W	30 39 25	17	2	Three stems
28	W	26	17	3	Remove!
29	W	34	17	2	

Tree #	Tree Spp.	DBH cm	H m	Health Rating	Comments - Recommendations
30	Ew	23	9	1	
31	Ew	13	8	1	
32	W	33 45	17	3	Two stems, decay - Remove!
33	Ew	19	9	1	
34	W	49	17	2	
35	W	50	17	3	Remove!
36	W	32	17	3	Remove!
37	W	34 45	17	2	
38	Tb	11	5	1	
39	Ew	15	8	1	
40	Ew	26	16	1	
41	Tb	11 16	9	1	
42	Ew	13	7	1	
43	Ew	28	16	1	
44	Ob	20	10	1	
45	Ew	24	15	1	
46	Ob	20 22	9	1	
47	Ob	22	14	1	
48	Ob	22	14	1	
49	Ob	17	13	1	
50	Tb	16 12	10	1	Two stems
51	Ob	20	13	1	
52	Ob	17 30 14	12	1	Three stems
53	Ew	34	18	1	Valuable
54	Ew	25	-	3	Dead - Remove!
55	Ew	28	-	3	Dead - Remove!

Tree #	Tree Spp.	DBH cm	H m	Health Rating	Comments - Recommendations
56	Ob	11	8	2	Suppressed
57	Tb	13	6	2	Suppressed
58	Ew	31	18	1	
59	PO	47	20	1	
60	Ew	25	16	1	
61	Ob	12	8	1	
62	Aw	23	15	1	
63	Ew	22	12	1	
64	Ew	30	11	1	
65	Ob	52	13	1	Valuable
66	Ob	35 21	13	1	Two stems
67	Tb	12 17	7	2	Two stems
68	Tb	20	6	2	No crown - Remove!
69	Hls	22	12	1	
70	Tb	22	9	1	
71	Tb	16 15	9	1	Two stems
72	Tb	23 19	11	1	Two stems
73	Tb	26	10	1	
74	Tb	20	11	1	
75	Ob	31	9	1	
76	Ew	38	12	1	Valuable
77	Ob	24	10	1	
78	Aw	34	-	3	Dead - Remove!
79	Aw	37	-	3	Dead - Remove!
80	Aw	39	14	1	

Map XII

1	HA	8 13	6	1	Two stems
2	Ew	46	16	1	Valuable

Tree #	Tree Spp.	DBH cm	H m	Health Rating	Comments - Recommendations
3	Mm	31 27	11	1	Two stems
4	WAb	35	15	1	Valuable
5	Ms	43	16	1	
6	Ms	39	16	1	
7	Ew	20 21	14	1	
8	Ew	30	14	1	
9	Ew	23	14	1	
10	Ew	10	14	1	
11	Ob	35	15	1	Valuable
12	H	33	7	2	Decapitated
13	Ag	25	-	3	Dead - Remove!
14	HA	22	-	3	Dead - Remove!
15	Ms	27	10	1	
16	Ms	25	17	1	
17	Ms	39	8	1	
18	Ms	13	8	1	
19	Ms	23	8	1	
20	Ms	29	10	1	
21	Ms	23	8	1	
22	Ew	24 26	13	1	Two stems
23	Ms	32	14	1	
24	Ms	20	10	1	
25	Ms	18	10	1	
26	Ms	16	10	1	
27	Ms	32	16	1	
28	Ew	15	-	3	Dead - Remove!
29	Ms	26	8	2	Dead crown - Remove!
30	Ms	30	8	2	Dead crown - Remove!
31	Ms	22	10	2	Stem decay

Tree #	Tree Spp.	DBH cm	H m	Health Rating	Comments - Recommendations
32	Ms	34	11	2	Stem decay
33	Ms	35	-	3	Dead - Remove!
34	Ew	24	9	1	
35	Ms	45	14	3	Dead crown - Remove!
36	Hls	41	-	3	Dead - Remove!

Map XIII

1	CHbl	44	12	2	Dead branches - Prune!
2	WAb	40	15	1	Valuable
3	WAb	31	11	1	Valuable
4	Ag	31	8	1	
5	HA	37	5	1	
6	HA	18 23 22	5	1	Three stems
7	HA	33	5	1	
8	HA	15 15 17	5	1	Three stems
9	Ag	15	8	1	
10	J	11 12	6	1	Two stems
11	Or	52	14	1	Valuable
12	Ew	29 25 19	15	1	Three stems

Map XIV

1	Hls	25	7	1	
2	Bw	17	9	1	
3	Bw	12	9	1	
4	G	50	16	1	
5	G	33	16	1	
6	G	41	17	1	
7	Ms	30	17	1	

Tree #	Tree Spp.	DBH cm	H m	Health Rating	Comments - Recommendations
8	G	36	15	1	
9	G	34	16	1	
10	G	35	15	1	
11	Hls	33	13	1	
12	Msi	17 18 16 18	14	1	Four stems
13	Pw	11	7	1	
14	Msi	21 33	13	1	Two stems
15	Msi	-	8	3	Clump of trees surrounded by pavement - Remove!
16	Ag	17	10	1	
17	G	26	11	1	
18	Mn	20	8	1	
19	Ag	13	5	1	
20	Ag	11	5	1	

Map XV

1	G	30	8	1	
2	G	18	8	3	Die-back - Remove!
3	Aw	80	16	1	Needs pruning - driveway construction. Valuable.
4	Sn	29	12	3	Construction damage - Remove!
5	CRA	15 20	7	1	Two stems
6	Bw	15 17	7	2	Two stems - bronze birch borer - Remove!
7	Bw	18 21	7	1	
8	<u>A</u> & P	11	-	-	Dead - Remove
9	Ps	12	-	-	Dead - Remove
10	Ps	20	7	1	
11	Ps	13	7	1	

Tree #	Tree Spp.	DBH cm	H m	Health Rating	Comments - Recommendations
12	Ps	18	7	1	
<u>Map XVI</u>					
1	Hls	28 29	13	1	Two stems
2	Ms	30	12	2	Tree has been topped
3	Ms	32	14	1	
4	Ms	41	16	2	Die-back - construction. Prune!
5	Ob	38	17	2	Die-back - construction. Prune!
6	Hls	25	12	1	Valuable
7	Hls	24	12	1	Valuable
8	W	55	12	1	
9	Ms	15	11	1	
10	Ms	28	10	1	
11	Ms	33	11	1	
12	Ms	35	13	1	
13	Ms	27 20	12	2	Stem decay
14	Hls	22	9	3	Cut with chain saw - Remove!
15	Pa	11	4	1	
16	Pa	13	6	1	
17	Pa	10	4	1	
18	Pa	9	5	1	
19	Pa	11	6	1	
20	Pa	11	6	1	
21	Pa	15	7	1	
22	Pa	13	6	1	
23	Pa	19	7	1	
24	Pa	19	7	1	
25	Pa	18	7	1	
26	Mn	12	4	1	
27	Mn	11	4	1	

Tree #	Tree Spp.	DBH cm	H m	Health Rating	Comments - Recommendations
28	Mn	21	8	2	Suppressed
29	Ob	24	6	2	Suppressed
30	Ew	52	18	1	
<u>Map XVII</u>					
1	Pa	14	7	1	
2	Pa	18	6	1	
3	Pa	22	7	1	
4	Pa	18	6	1	
5	Pa	20	7	1	
6	Ec	17 23	8	1	Two stems
7	G	15	10	1	
8	Pa	25	13	1	
9	HA	-	-	3	Die-back - Remove!
10	Msi	22	7	1	
11	Msi	12 11 9 13	7	1	Four stems
12	SO	10	4	1	
13	Msi	14 16 10 11	8	1	Four stems
14	W	52	14	1	
15	Mm	13 8	-	2	Die-back - Remove!
<u>Map XVIII</u>					
1	Msi	18	7	1	
2	Ps	23	16	1	
3	Ps	10	8	1	
4	Ps	13	12	1	
5	Ps	20	12	1	
6	Ps	11	8	1	

Tree #	Tree Spp.	DBH cm	H m	Health Rating	Comments - Recommendations
7	Aw	23 18	19	1	
8	Aw	20	-	3	Dead - Remove

Map XIX

No trees to record

Map XX

1	Mm	-	-	-	Shrublike - Remove
2	Mn	35	14	1	
3	Mn	28	14	1	
4	Ag	29	15	1	
5	Ag	28	16	1	
6	Pa	10	4	1	
7	Pa	12	5	1	
8	Pa	15	6	1	

Map XXI

No trees to record

Map XXII

No trees to record

Map XXIII

No trees to record

3.0 RESULTS OF SURVEY

3.1 Field Observations

Table III gives the field information on all 520 trees surveyed by map and tree number and requires no further comments.

3.2 The Tree Community

Of the 520 trees enumerated, only 123 trees or less than 24 percent of the population are of an exotic nature, not part of the mixed forest which inhabited the site before urban developments took place.

This forest, the "Carolinian Forest", is characterized by the occurrence of species such as the Hickories, Bur Oak, Black Walnut, Black Cherry and others, such as White Ash, Ironwood and Sugar Maple. However, it should be noted that all of these tree species, with the possible exception of the Hickories, have been available through the nursery trade through most of this century and that most of the trees we find today may therefore be planted by home owners or farmers.

For the above reason, very few, if any, of the existing trees can be considered remnants of the Carolinian Forest, which was thoroughly destroyed through human settlement in the 19th century.

The health of the trees enumerated is in general remarkably good considering the housing developments along Stone Church Road. The healthy trees number 424 individuals, 81.5 percent of the total number of trees.

Table IV summarizes the collected information on health by tree species and does not reveal any significant insights in tree health. The relative poor conditions of White Ash, Cottonwood and Basswood is to be expected considering the nature of these tree species and the changes in water relations to which they have been exposed by existing site development.

TABLE IV: HEALTH RATING BY TREE SPECIES

TREE SPECIES	HEALTH RATING			TOTAL #
	1	2	3	
Aw	8	-	4	12
Ag	11	-	1	12
A & P				
Pear	2	1	1	4
Apple	2			2
Bw	4	1	-	5
Cw	3	-	-	3
CA	1	-	-	1
CHbi	1	1	-	2
CHbl	1	3	1	5
CRA	1	-	-	1
Ew	40	-	3	43
Es	2	-	-	2
G	11	-	1	12
H	6	2	-	8
HA	8	-	2	10
Hlb	5	-	1	6
Hls	16	-	2	18
I	7	-	-	7
J	1	-	-	1
JV	1	-	-	1
Lb	2	-	-	2
LA	1	-	-	1
Mm	4	2	1	7
Mn	32	1	2	35
Msi	26	-	2	28
Ms	54	9	7	70
MU	1	-	-	1

TREE SPECIES	HEALTH RATING			TOTAL #
	1	2	3	
Ob	22	6	1	29
Or	3	3	1	7
Pa	24	-	-	24
Pw	2	-	-	2
Ps	27	1	-	28
PO	2	-	3	5
Sn	14	-	2	16
Sw	22	1	-	23
Sb	9	-	-	9
SO	2	-	-	2
Tb	15	7	2	24
TI	14	-	-	14
TT	1	-	-	1
WAb	13	3	2	18
W	3	10	6	19
TOTAL	424	51	45	520

3.3 Valuable Trees

For trees to be categorized as being "valuable", a subjective judgment is required and the list provided in Table V has been developed to include the following trees only:

- (a) Trees of unusual species for a roadside.
- (b) Trees with a DBH over 30 cm.

Smaller trees than DBH 30 cm can, with the use of modern equipment, be transplanted to other sites, and unusual tree species have a special horticultural interest.

Large trees (over 30 cm DBH) must either give way for construction or will require construction modifications if they are to be retained.

TABLE V: VALUABLE TREES

MAP #	SPECIES	TREE #	DBH (cm)
I	MU	2	12
			12
II	Chbl	14	42
	Ew	1	40
	Hlb	35	19
		68	45
		70	44
		71	31
	Hls	10	26
		15	22
		47	23
		66	38
		69	30
	I	27	24
		28	23
		29	16
	Ms	6	39
		30	68
III	H	25	67
		26	72
	Hls	13	26
		14	17
	I	9	24
	Ob	16	46
		29	137
	WAb	24	50
IV	Ms	3	50
	TI	12	68
	WAb	8	21
VI	Lb	14	78
	Ms	18	70
	TT	17	43
VII	Lb	31	80

MAP #	SPECIES	TREE #	DBH (cm)
	Ob	35	52
	WAb	29	34
VIII	Ob	16	64
IX	Ms	19	55
XI	Ew	5	35
		53	34
		76	38
	Ob	8	75
		14	70
		65	52
XII	Ew	2	46
	Ob	11	35
	WAb	4	35
XIII	Or	11	52
	WAb	2	40
		3	31
XIV	Hls	1	25
XV	Aw	3	80
XVI	Hls	6	25
		7	24

Trees which, due to size (age), are considered to have a special value are relatively few, however of special note are the following trees:

Map II:	One Black Cherry; three Bitternut Hickories; one Sugar Maple; (5 trees)
Map III:	Two Horsechestnut; one Bur Oak; one Black Walnut; (4 trees)
Map IV:	One Sugar Maple; one Little Leaf Linden; (2 trees)
Map VI:	One Black Locust; one Sugar Maple; one Tulip Tree; (3 trees)
Map VII:	One Black Locust; one Bur Oak; (2 trees)
Map VIII:	One Bur Oak; (1 tree)
Map XI:	Two Bur Oak; (2 trees)
Map XIII:	One Red Oak; (1 tree)
Map XV:	One White Ash; (1 tree)

In other words, there are a total of 21 trees which, due to their size and tree species, may require special consideration in the planning of the road widening for Stone Church Road.

3.4 Trees Recommended for Pruning or Removal

A total of 72 trees are recommended for removal due to their present health and the potential of falling branches (or trees) on the busy road. Their location, DBH and height are presented by map and tree species in Table VI. Ten trees which can be improved through a pruning operation are also listed in Table VI. Pruning can improve both health and visual appearance as well as eliminating hazards from falling branches. In this case, the costs would be minor compared to the required costs of tree removals which are quite extensive due to a lack of recent tree maintenance.

TABLE VI: TREES RECOMMENDED FOR PRUNING OR REMOVAL

MAP #	TREE #	SPECIES CODE	DBH (cm)	H (m)	PRUNE	REMOVE
I	1	Mn	8	7		X
	2	MV	12 12	6	X	
	4	Tb	42	6		X
II	2	Tb	13	6		X
	4	Ms	24	9		X
	11	Ms	19	8		X
	37	Ms	65	23	X	
	38	Or	27	20		X
	41	Or	37	20	X	
	42	Or	12	8		X
	43	Ag	10	5		X
	44	Ms	60	22		X
	46	Ms	11	7		X
	48	Hlb	35	18		X
	49	Tb	15 9	8 7		X
	50	Tb	24	10		X
	51	WAb	55	24		X
III	27	Aw	103	18		X
	28	Aw	25	12		X
Twelve (12) dead Cottonwood.						
Hazard trees along road between trees # 34 and 46.						
IV	1	Ms	63	10		X
V	17	Msi	22	14		X
VI	15	Msi	77	22		X
	19	Mm	23	11		X
	20	Ms	68	22		X

MAP #	TREE #	SPECIES CODE	DBH (cm)	H (m)	PRUNE	REMOVE
VII	22	Mm	49	20		X
	28	Mn	18	10		X
	40	CHbl	17 26	12		X
VII	1	Ob	63 70 70	20		X
	10	WAb	46	17		X
	11	Ob	90	21	X	
IX	12	Sn	12	8		X
	1	PO	34	-		X
	2	PO	27	-		X
	3	PO	53	-		X
XI	4	A & <u>P</u>	30	-		X
	11	<u>A</u> & P	17 21	8	X	
	14	Ob	70	2	X	
	23	W	39 42	17		X
	26	W	31	17		X
	28	W	26	17		X
	32	W	33 45	17		X
	35	W	50	17		X
	36	W	32	17		X
	54	Ew	25	-		X
	55	Ew	28	-		X
	68	Tb	20	6		X
	78	Aw	34	-		X
	79	Aw	37	-		X
XII	13	Ag	25	-		X
	14	HA	22	-		X
	28	Ew	15	-		X

MAP #	TREE #	SPECIES CODE	DBH (cm)	H (m)	PRUNE	REMOVE
	29	Ms	26	8		X
	30	Ms	30	8		X
	33	Ms	35	-		X
	35	Ms	45	14		X
	36	Hls	41	-		X
XIII	1	CHbl	44	12	X	
XIV	15	Msi	-	8		X
XV	2	G	18	8		X
	3	Aw	80	16	X	
	4	Sn	29	12		X
	6	Bn	15 17	7		X
	8	<u>A</u> & P	11	-		X
	9	Ps	12	-		X
XVI	4	Ms	41	16	X	
	5	Ob	38	17	X	
	14	Hls	22	9		X
XVII	9	HA	-	-		X
	15	Mm	13 8	-		X
XVIII	8	Aw	20	-		X
XX	1	Mm	-	-		X
TOTAL #					10	72

4.0 CONCLUSIONS AND SUMMARY STATEMENT

The survey revealed the existence of a very mixed tree cover within the road allowance. A total of 42 tree species belonging to 28 different genera were observed amongst the 520 trees tallied. Of these, 17 tree species are exotic to the site. Very few, if any, trees can be considered direct descendants from the Carolinian Forest, which inhabited the site in the early 19th century.

The health condition of the tree population must be considered satisfactory, when one takes into account the environmental stresses exerted by human activities surrounding the tree locations and the apparent lack of an inclusive continued maintenance program.

A listing of particularly valuable trees due to unusual tree species or tree sizes unsuited for transplanting is provided in Table V.

Further, a listing of trees requiring immediate attention with regard to pruning or tree removal is provided in Table VI.

On this background it is recommended that a maintenance program for all trees be established. Such a program will remove all traffic hazards with regard to trees, and should, in addition, facilitate the implementation of the eventual road widening.

August 25th, 1992




Erik Jorgensen, R.P.F.
Consulting Professional Forester

STONE CHURCH ROAD
PRELIMINARY TREE INVENTORY
April 7, 1995

KEY	DESCRIPTION		RECOMMENDATION	LOCATED IN R.O.W.	REMARKS
	Species	Size			
1	Red Oak	50 mm cal	Retain	Yes	
2	Norway Maple	100 mm cal	Retain	Yes	
3	Ash	80 mm cal	Retain	Yes	
4	Honey Locust	60 mm cal	Retain	Yes	
5	White Mulberry	2 @ 120 mm cal	Retain	Yes	
6	White Ash	140 mm cal	Retain	Yes	
7	Ash	60 mm cal	Retain	Yes	
8	Cherry	small	Remove	Yes	inappropriate scale
9	Honey Locust	60 mm cal	Retain	Yes	
10	Planetree	60 mm cal	Retain	Yes	
11	Basswood	420 mm cal	Remove	Yes	storm damaged
12	Basswood	390 mm cal	Retain	Yes	
13	Elm	200 mm cal	Retain	No	
14	Basswood	130 mm cal	Retain	No	storm damaged
15	Elm	120 mm cal	Retain	No	
16	Sugar Maple	240 mm cal	Retain	No	dead top
17	Red Oak	440 mm cal	Retain	No	topped
18	Grove: Sugar Maple Basswood Shagbark Hickory Black Cherry	80-420 mm cal	Retain	Yes	
19	Grove: Sugar Maple Shagbark Hickory Ironwood Basswood	110-320 mm cal	Retain	Partially	
20	Grove: Sugar Maple Shagbark Hickory Basswood Ironwood	90-680 mm cal	Retain	No	
21	Red Oak	550 mm cal	Remove	Yes	stem decay
22	Sugar Maple	650 mm cal	Retain	No	crown die-back
23	Row of Spruce		Retain	No	
24	Cedar Hedge		Retain	No	
25	Grove of Conifers		Retain	Yes	
26	Bitternut Hickory	440 mm cal	Retain	No	
27	Bitternut Hickory	310 mm cal	Retain	Yes	
28	Shagbark Hickory	300 mm cal	Retain	Yes	
29	Bitternut Hickory	450 mm cal	Retain	Yes	
30	Sugar Maple	220 mm cal	Retain	Yes	
31	Shagbark Hickory	380 mm cal	Retain	Yes	
32	Red Oak	270 mm cal	Retain	Yes	
33	Sugar Maple	220 mm cal	Retain	Yes	
34	White Oak	330 mm cal	Retain	Yes	

KEY	DESCRIPTION		RECOMMENDATION	LOCATED IN R.O.W.	REMARKS
	Species	Size			
35	Red Oak	370 mm cal	Retain	Yes	
36	Red Oak	120 mm cal	Retain	Yes	
37	Hickory	100 mm cal	Remove	Yes	
38	Basswood	160 mm cal	Remove	Yes	
39	Row of Silver Maple	220-510 mm cal	Retain	Yes	
40	Black Walnut	740 mm cal	Retain	Yes	internal decay
41	Shagbark Hickory	230 mm cal	Retain	Yes	
42	Basswood	150 mm cal	Retain	Yes	
43	Basswood	240 mm cal	Remove	Yes	decay
44	Black Walnut	550 mm cal	Retain	Yes	poor form & location
45	Honey Locust	220 mm cal	Retain	Yes	
46	Manitoba Maple	370 mm cal	Remove	Yes	weed species
46a	Linden	200 mm cal	Retain		
47	White Spruce	240 mm cal	Retain	Yes	
48	Grove: Silver Maple Spruce		Retain	Partially	
49	Cedar Hedge		Remove	Yes	
50	White Cedar	180 mm cal	Retain	Yes	
51	Grove of Spruce	90 mm cal	Selective Removal	Partially	remove as required
52	Grove of Spruce	80-240 mm cal	Selective Removal	Partially	remove as required
53	Cedar Hedge	2.5 m high	Retain	No	
54	Linden	270 mm cal	Retain	Yes	
55	Rose -of-Sharon	1 m high	Retain	No	
56	Row of Blue Spruce		Retain	Partially	
57	Linden	240 mm cal	Retain	Yes	
58	Austrian Pine	260 mm cal	Retain	No	
59	Linden	280 mm cal	Retain	Yes	
60	Austrian Pine	310 mm cal	Retain	No	
61	Spruce		Retain	No	
62	Lilac Shrubs		Retain	No	
63	Spruce	150 mm cal	Retain	Yes	
64	Spruce	1.5 m high	Retain	Yes	move back
65	Spruce	1.5 m high	Retain	Yes	move back
66	Spruce	110 mm cal	Retain	Yes	
67	Row of Spruce	10 m high	Retain	No	
68	Norway Spruce	170 mm cal	Retain	No	
69	Privet Shrubs		Retain	No	
70	Privet Hedge		Retain	No	
71	Linden	360 mm cal	Retain	Yes	
72	Spruce		Retain	No	
73	Elm	310 mm cal	Retain	Yes	
74	Ironwood	240 mm cal	Retain	Yes	hydro pruned
75	Cedar		Retain	No	
76	Peach		Retain	No	
77	Spruce		Retain	No	
78	Peach		Retain	No	
79	Shrubs		Retain	Partially	
80	Pollarded Tree		Remove	Yes	
81	Bur Oak	1370 mm cal	Retain	Yes	Heritage Tree
82	White Ash	250 mm cal	Retain	Yes	decay
83	White Ash	1030mm cal	Retain	Yes	decay
84	Horse Chestnut	720 mm cal	Retain	No	

KEY	DESCRIPTION		RECOMMENDATION	LOCATED IN R.O.W.	REMARKS
	Species	Size			
85	Cherry		Retain	No	
86	Horse Chestnut		Retain	No	
87	Horse Chestnut	670 mm cal	Retain	Yes	
88	Black Walnut	500 mm cal	Retain	No	
89	Norway Maple	290 mm cal	Retain	Yes	hydro pruned
90	Norway Maple	340 mm cal	Retain	Yes	hydro pruned
91	Norway Spruce		Retain	No	
92	Group: Norway Spruce Elm		Retain	No	
93	Hedge		Retain	No	
94	Norway Maple	400 mm cal	Retain	No	
95	Shagbark Hickory	260 mm cal	Retain	Yes	
96	Shagbark Hickory	170 mm cal	Retain	Yes	
97	Linden	240 mm cal	Retain	Yes	
98	Bur Oak	460 mm cal	Retain	No	
99	White Spruce	210 mm cal	Retain	Yes	
100	Norway Maple	320 mm cal	Retain	Yes	
101	Blue Spruce	3 @ 290 mm cal	Retain	Yes	
102	Blue Spruce	3 @ 300 mm cal	Retain	Yes	
103	Linden	340 mm cal	Retain	Yes	
104	Catalpa	100 mm cal	Retain	No	
105	Blue Spruce		Retain	No	
106	Blue Spruce		Retain	No	
107	Flowering Crabapple		Retain	No	
108	Norway Spruce		Retain	No	
109	Birch		Retain	No	
110	Honey Locust	100 mm cal	Remove	Yes	possible transplant
111	Scots Pine		Retain	No	
112	Barberry Hedge		Retain	No	
113	Cedar Hedge		Retain	No	
114	Birch		Retain	No	
115	Spruce		Retain	No	
116	Cedar Hedge	low	Retain	No	
117	Row: Black Cherry Oak Elm Ash Hawthorn Shrubs	varies	Retain	No	selective pruning
118	Mixed Hedge		Retain	Partially	
119	Cedar Hedge		Retain	Yes	
120	Birch		Retain	Yes	
121	Sugar Maple	170 mm cal	Remove	Yes	
122	Sugar Maple	160 mm cal	Remove	Yes	
123	White Spruce	190 mm cal	Remove	Yes	
124	Row of White Spruce		Retain	No	
125	Spruce/Cedar		Retain	No	
126	Norway Maple	200 mm cal	Retain	Yes	
127	Horse Chestnut	130 mm cal	Remove	Yes	
128	Norway Maple	120 mm cal	Remove	Yes	
129	Linden	280 mm cal	Retain	Yes	

KEY	DESCRIPTION		RECOMMENDATION	LOCATED IN R.O.W.	REMARKS
	Species	Size			
130	Scots Pine	3 @ 250 mm cal	Retain	Yes	
131	Scots Pine	3 @ 250 mm cal	Retain	Yes	
132	Black Walnut	210 mm cal	Retain	Yes	
133	Scots Pine	380 mm cal	Retain	Yes	
134	Larch		Retain	Yes	
135	Norway Maple	420 mm cal	Retain	Yes	
136	Cedar Hedge		Retain	No	
137	Yew Hedge		Retain	No	
138	Linden	360 mm cal	Retain	No	
139	Shrubs		Retain	No	
140	Linden	500 mm cal	Retain	No	
141	Linden	340 mm cal	Retain	No	
142	Sugar Maple	1000 mm cal	Retain	Yes	
143	Sugar Maple	1000 mm cal	Retain	Yes	
144	White Birch	330 mm cal	Remove	Yes	
145	Maple		Retain	Yes	
146	Silver Maple	420 mm cal	Retain	Yes	
147	Grove White Pine		Retain	No	
148	Cedar Hedge		Retain	No	
149	Spruce Hedge		Retain	No	
150	Cedar Hedge		Retain	No	
151	Spruce	large	Retain	No	
152	Spruce	large	Retain	No	
153	Colorado Spruce/ Austrian Pine	2-3 m high	Retain	No	
154	Silver Maple	500 mm cal	Retain	Yes	
155	Norway Maple	380 mm cal	Retain	Yes	
156	Sugar Maple	630 mm cal	Remove	Yes	severe decay
157	Row of Scots Pine	220 mm cal	Retain	No	
158	Pine/Spruce	2-3 m high	Retain	No	
159	Apple	440 mm cal	Retain	Yes	
160	Apple		Retain	No	
161	White Spruce	120 mm cal	Retain	No	
162	White Pine	250 mm cal	Retain	Yes	
163	Silver Maple	360 mm cal	Retain	No	
164	Silver Maple	340 mm cal	Retain	Yes	
165	Silver Maple	320 mm cal	Retain	No	
166	Elm	360 mm cal	Retain	No	
167	Elm	510 mm cal	Retain	No	
168	Miscellaneous Shrubs	varies	Retain	No	
169	Norway Maple	50 mm cal	Retain	No	
170	Norway Maple	50 mm cal	Retain	No	
171	Norway Maple	50 mm cal	Retain	No	
172	Ornamental Cherry	300 mm cal	Retain	No	
173	Honey Locust	50 mm cal	Retain	No	
174	Pine	410 mm cal	Remove	No	
175	Norway Spruce		Retain	No	
176	Norway Spruce		Retain	No	
177	Silver Maple	460 mm cal	Retain	No	
178	Silver Maple	700 mm cal	Retain	Yes	
179	Birch		Retain	No	
180	Birch		Retain	No	
181	Silver Maple	340 mm cal	Retain	Yes	

KEY	DESCRIPTION		RECOMMENDATION	LOCATED IN R.O.W.	REMARKS
	Species	Size			
182	Silver Maple	220 mm cal	Remove	Yes	
183	Silver Maple	330 mm cal	Retain	Yes	
184	Silver Maple	640 mm cal	Retain	Yes	
185	Silver Maple	330 mm cal	Retain	Yes	
186	Silver Maple	470 mm cal	Retain	Yes	
187	Shrub Hedge		Retain	No	
188	Grove: Spruce Ash Cherry		Retain	Partially	
189	Norway Maple	300 mm cal	Retain	No	
190	Norway Maple		Retain	No	
191	Norway Maple		Retain	No	
192	Tree of Heaven		Retain	No	
193	Silver Maple	450 mm cal	Retain	Yes	
194	Silver Maple	410 mm cal	Retain	Yes	
195	Silver Maple	610 mm cal	Retain	Yes	
196	Silver Maple	410 mm cal	Retain	Yes	
197	Silver Maple	650 mm cal	Retain	Yes	
198	Silver Maple	500 mm cal	Retain	Yes	
199	Norway Spruce	large	Retain	No	
200	Norway Spruce	large	Retain	No	
201	Norway Spruce	large	Retain	No	
202	Row of Silver Maple		Retain	No	
203	Silver Maple	500 mm cal	Retain	Yes	
204	Silver Maple	490 mm cal	Retain	Yes	
205	Norway Maple	360 mm cal	Retain	Yes	
206	Cedar Hedge		Retain	No	
207	Japanese Tree Lilac		Retain	No	
208	Blue Spruce	large	Retain	No	
209	Scots Pine		Retain	No	
210	Black Locust	780 mm cal	Retain	No	
211	Blue Spruce	large	Retain	No	
212	Silver Maple	770 mm cal	Retain	No	
213	Horse Chestnut	580 mm cal	Retain	No	
214	Silver Maple	800 mm cal	Retain	Yes	
215	Row of Norway Spruce		Retain	No	
216	Horse Chestnut	100 mm cal	Remove	Yes	
217	Sugar Maple	200 mm cal	Retain	No	
218	Green Ash	240 mm cal	Retain	Yes	
219	Norway Maple	200 mm cal	Retain	Yes	
220	Green Ash	180 mm cal	Retain	Yes	
221	Norway Maple	180 mm cal	Retain	Yes	
222	Horse Chestnut		Retain	No	
223	Horse Chestnut		Retain	No	
224	Horse Chestnut		Retain	No	
225	Hedge		Retain	Partially	
226	Tulip Tree	430 mm cal	Retain	No	
227	Pines		Retain	No	
228	Sugar Maple	700 mm cal	Retain	No	
229	Sugar Maple	680 mm cal	Retain	No	
230	Black Walnut	110 mm cal	Retain	No	
231	Manitoba Maple	490 mm cal	Retain	No	weed species

KEY	DESCRIPTION		RECOMMENDATION	LOCATED IN R.O.W.	REMARKS
	Species	Size			
232	Willow		Retain	No	
233	Grove Manitoba Maple		Retain	Partially	weed species
234	Norway Maple		Retain	Yes	
235	Elm	150 mm cal	Remove	Yes	
236	Row of Green Ash		Retain	Yes	
237	Norway Maple	280 mm cal	Retain	Yes	
238	Norway Maple	270 mm cal	Retain	Yes	
239	Norway Maple	300 mm cal	Retain	Yes	
240	Austrian Pine	390 mm cal	Retain	Yes	
241	Blue Spruce	190 mm cal	Retain	No	
242	Austrian Pine	450 mm cal	Retain	No	
243	Bird Cherry	130 mm cal	Retain	Yes	
244	Bird Cherry	340 mm cal	Retain	Yes	
245	Sugar Maple	350 mm cal	Retain	No	
246	Lilac Shrubs		Retain	No	
247	Norway Maple	220 mm cal	Retain	No	
248	Scots Pine	240 mm cal	Retain	No	
249	Juniper		Retain	No	
250	Scots Pine	180 mm cal	Retain	No	
251	Sugar Maple	550 mm cal	Retain	No	
252	Norway Maple	240 mm cal	Retain	Yes	
253	Norway Maple	330 mm cal	Retain	Yes	
254	Apples		Retain	Yes	
255	Bur Oak	210 mm cal	Retain	No	
256	Row of Oaks	150 mm cal	Retain	No	
257	Linden	340 mm cal	Retain	No	
258	Norway Maple	300 mm cal	Retain	No	
259	Norway Maple Hedge		Retain	Partially	
260	Bur Oak	80 mm cal	Remove	Yes	move
261	Miscellaneous Shrubs		Retain	Yes	move as required
262	Lilac Shrubs		Retain	Yes	
263	Lilac Shrubs		Retain	Yes	
264	Lilac Shrubs		Retain	Yes	
265	Oak		Retain	No	
266	Horse Chestnut	880 mm cal	Remove	Yes	
267	Shrubs		Retain	No	
268	Black Locust		Retain	No	
269	Apple		Retain	No	
270	Norway Maple	210 mm cal	Retain	No	
271	Black Locust		Retain	No	
272	Norway Maple	320 mm cal	Retain	Yes	
273	Maples		Retain	No	
274	Norway Maple	380 mm cal	Retain	No	
275	Austrian Pine	200 mm cal	Retain	No	
276	White Ash	390 mm cal	Retain	No	
277	Birch	200 mm cal	Retain	No	
278	Maple	200 mm cal	Retain	No	
279	Birch	2@100 mm cal	Retain	No	
280	Maple	120 mm cal	Retain	No	
281	Norway Maple	300 mm cal	Retain	No	
282	Norway Maple	290 mm cal	Retain	No	
283	Austrian Pine	200 mm cal	Retain	No	
284	Norway Maple	320 mm cal	Retain	No	

KEY	DESCRIPTION		RECOMMENDATION	LOCATED IN R.O.W.	REMARKS
	Species	Size			
285	Norway Spruce	350 mm cal	Retain	No	
286	Miscellaneous Shrubs		Retain	No	
287	Cedar Hedge		Retain	Partially	
288	Blue Spruce	large	Retain	No	
289	Blue Spruce	small	Retain	No	
290	Green Ash	200 mm cal	Retain	No	
291	Mountain Ash		Retain	No	
292	Miscellaneous Shrubs		Retain	No	
293	Bur Oak	520 mm cal	Retain	No	
294	Bur Oak		Retain	No	
295	Scots Pine	270 mm cal	Retain	No	
296	Scots Pine	450 mm cal	Retain	No	
297	Row of Norway Spruce	large	Retain	No	
298	Apple		Retain	No	
299	Black Locust		Retain	No	
300	Elm	220 mm cal	Retain	No	
301	Black Walnut	340 mm cal	Retain	No	
301a	Misc. Trees and Shrubs		Selective Removal	Partially	remove from R.O.W
301b	Oak	large	Retain	No	
302	Silver Maple	480 mm cal	Remove	Yes	
303	Apples		Retain	No	
304	Norway Spruce	large	Retain	No	
305	Horse Chestnut	130 mm cal	Retain	Yes	
306	Norway Maple	320 mm cal	Retain	Yes	
307	Norway Maple	240 mm cal	Retain	No	
308	Norway Maple	180 mm cal	Retain	No	
309	Lilac Hedge		Retain	Partially	
310	Norway Maple	280 mm cal	Retain	No	
311	Norway Maple	320 mm cal	Retain	No	
312	Row of Norway Spruce	large	Retain	No	
313	Norway Maple	250 mm cal	Retain	No	
314	Row of Elm		Retain	No	
315	Norway Maple	470 mm cal	Retain	Yes	
316	Bur Oak	3@700 mm cal	Retain	No	
317	Shrubs		Retain	No	
318	Black Cherry	3@420 mm cal	Retain	No	
319	Black Cherry	2@400 mm cal	Retain	No	
320	Honey Locust	small	Retain	No	
321	Honey Locust	small	Retain	No	
322	Honey Locust	small	Retain	No	
323	Norway Maple	430 mm cal	Retain	Yes	
324	Black Walnut	460 mm cal	Retain	Yes	lightening damage
325	Bur Oak	900 mm cal	Retain	No	
326	Row of Bur Oak		Remove	Yes	
327	Row of Bur Oak		Retain	Yes	
328	Silver Maple	500 mm cal	Remove	Yes	hydro pruned
329	Lilac Hedge		Remove	Yes	
330	Silver Maple	490 mm cal	Retain	Yes	hydro pruned
331	Miscellaneous Shrubs		Retain	No	
332	Rose Hedge		Remove	Yes	
333	Bur Oak	320 mm cal	Retain	Yes	
334	Norway Spruce	400 mm cal	Retain	Yes	
335	Norway Spruce	300 mm cal	Retain	No	

KEY	DESCRIPTION		RECOMMENDATION	LOCATED IN R.O.W.	REMARKS
	Species	Size			
336	Norway Spruce	350 mm cal	Retain	No	
337	Yew hedge		Remove	Yes	
338	Yew Hedge		Retain	No	
339	Sugar maple	1000 mm cal	Retain	Yes	
340	Sugar maple	800 mm cal	Retain	No	
341	False Cypress	3 m high	Remove	Yes	
342	Norway Spruce		Retain	No	
343	Norway Spruce	320 mm cal	Retain	Yes	
344	Shrubs		Retain	Partially	
345	Elm	320 mm cal	Retain	Yes	
346	Blue Spruce	210 mm cal	Retain	No	
347	Elm	320 mm cal	Retain	Yes	
348	Blue Spruce	410 mm cal	Retain	No	
349	Scots Pine	350 mm cal	Retain	No	
350	Scots Pine	210 mm cal	Retain	No	
351	Black Walnut	150 mm cal	Retain	Yes	
352	Elm	320 mm cal	Remove	Yes	
353	Cedar Hedge		Retain	Partially	remove from R.O.W
354	Black Walnut	130 mm cal	Retain	No	
355	Manitoba Maple	150 mm cal	Remove	Yes	
356	Manitoba Maple		Retain	No	
357	Silver Maple		Retain	No	
358	Hawthorn		Remove	Yes	
359	Black Walnut	290 mm cal	Retain	Yes	
360	Black Walnut	230 mm cal	Retain	Yes	
361	Black Walnut		Retain	Yes	
362	Hawthorns		Remove	Partially	remove from R.O.W
363	Hawthorn, Poplar, Apple		Retain	No	
364	Ash	small	Retain	Yes	
365	Ash	small	Retain	Yes	
366	Elm	390 mm cal	Remove	Yes	
367	Maple		Retain	Yes	
368	Columnar Maple		Retain	Yes	
369	Columnar Maple		Retain	Yes	
370	Maple	small	Retain	Yes	
371	Maple	small	Retain	Yes	
372	Ornamental Cherry	small	Retain	Yes	
373	Ornamental Cherry	small	Retain	Yes	
374	Ornamental Cherry	small	Retain	Yes	
375	Japanese Tree Lilac	small	Retain	Yes	
376	Ornamental Pear	small	Retain	Yes	
377	Maple	small	Retain	Yes	
378	Ornamental Cherry	small	Retain	Yes	
379	Ornamental Pear	small	Retain	Yes	
380	Maple	small	Retain	Yes	
381	Norway Spruce	230 mm cal	Retain	No	
382	Norway Spruce	380 mm cal	Retain	No	
383	Black Walnut	180 mm cal	Retain	No	
384	Green Ash	300 mm cal	Retain	No	
385	Privet Hedge		Retain	Partially	
386	Silver Maple		Retain	No	
387	Scots Pine	190 mm cal	Retain	No	
388	Scots Pine	220 mm cal	Retain	No	

KEY	DESCRIPTION		RECOMMENDATION	LOCATED IN R.O.W.	REMARKS
	Species	Size			
389	Scots Pine	250 mm cal	Retain	No	
390	Maple	small	Retain	Yes	
391	Maple	small	Retain	Yes	
392	Miscellaneous Shrubs		Retain	Yes	
393	Maple	40 mm cal	Retain	Yes	
394	Maple	40 mm cal	Retain	Yes	
395	Maple	40 mm cal	Retain	Yes	
396	Maple	40 mm cal	Retain	Yes	
397	Honey Locust	45 mm cal	Retain	Yes	
398	Honey Locust	45 mm cal	Retain	Yes	
399	Purple Sand Cherry Standard		Retain	No	
400	Maple	45 mm cal	Retain	Yes	
401	Globe Maple	50 mm cal	Retain	Yes	
402	Maple	40 mm cal	Retain	No	
403	Maple	40 mm cal	Retain	Yes	
404	Ash	60 mm cal	Retain	No	
405	Spruce	3 m high	Retain	Yes	
406	Elm	2@200 mm cal	Retain	Yes	
407	Black Walnut	230 mm cal	Retain	Yes	
408	Bur Oak	730 mm cal	Retain	Yes	
409	Juniper		Retain	No	
410	Blue Spruce		Retain	No	
411	Bur Oak	250 mm cal	Retain	Yes	
412	Black Walnut	650 mm cal	Retain	Yes	
413	Black Walnut	160 mm cal	Retain	Yes	
414	Fir	large	Retain	No	
415	Sugar Maple	800 mm cal	Retain	Yes	
416	Lilac Shrubs		Retain	Yes	
417	Colorado Spruce	3 m high	Retain	Yes	
418	Colorado Spruce	3 m high	Retain	Yes	
419	Silver Maple	150 mm cal	Retain	No	
420	Silver Maple	150 mm cal	Retain	No	
421	Ash	80 mm cal	Retain	No	
422	unknown	small	Retain	No	
423	Ginkgo	45 mm cal	Retain	Yes	
424	Japanese Tree Lilac	45 mm cal	Retain	Yes	
425	Norway Maple	2 m high	Retain	No	
426	Norway Maple	2 m high	Retain	Yes	
427	Spruce		Retain	No	
428	Linden	290 mm cal	Retain	No	
429	Cedar		Retain	No	
430	Blue Spruce		Retain	No	
431	Blue Spruce		Retain	No	
432	Shrubs		Retain	No	
433	Norway Spruce	260 mm cal	Retain	No	
434	Elm	3@220 mm cal	Retain	Yes	
435	Silver Maple	510 mm cal	Retain	Yes	
436	Crabapple	170 mm cal	Retain	Yes	
437	Junipers		Retain	No	
438	Maple	60 mm cal	Retain	No	
439	Maple	60 mm cal	Retain	Yes	
440	Honey Locust	60 mm cal	Retain	Yes	
441	Maple	60 mm cal	Retain	Yes	

KEY	DESCRIPTION		RECOMMENDATION	LOCATED IN R.O.W.	REMARKS
	Species	Size			
442	Maple	60 mm cal	Retain	Yes	
443	Maple	60 mm cal	Retain	No	
444	Maple	60 mm cal	Retain	Yes	
445	Maple	60 mm cal	Retain	Yes	
446	Maple	60 mm cal	Retain	Yes	
447	Maple	60 mm cal	Retain	No	
448	Spruce		Retain	No	
449	Maple	60 mm cal	Retain	No	
450	Shrubs		Retain	No	
451	Pine	small	Retain	No	
452	Shrubs		Retain	No	
453	Maple	small	Retain	No	
454	Shrubs		Retain	No	
455	Pine	small	Retain	No	
456	Shrubs		Retain	No	
457	Maple	small	Retain	No	
458	Shrubs		Retain	No	
459	Spruce	small	Retain	No	
460	Shrubs		Retain	No	
461	Shrubs		Retain	Yes	
462	Basswood	2@160 mm cal	Remove	Yes	
463	Unknown		Remove	Yes	
464	Shrubs		Remove	Yes	
465	Elm	100 mm cal	Retain	Yes	
466	Elm	350 mm cal	Retain	Yes	
467	Hawthorn		Retain	Yes	
468	Elm	380 mm cal	Retain	Yes	
469	Shrubs		Remove	Yes	
470	Hawthorn		Retain	Yes	
471	Bur Oak	750 mm cal	Retain	Yes	
472	Bur Oak	200 mm cal	Retain	Yes	
473	Shrubs		Remove	Yes	
474	Elm	310 mm cal	Retain	Yes	
475	Crabapple	2@200 mm cal	Retain	Yes	
476	Elm	380 mm cal	Retain	No	
477	Elm	310 mm cal	Retain	No	
478	Row: Oak Basswood Elm	100-550 mm cal	Retain	Partially	
479	Shagbark Hickory	290 mm cal	Retain	Yes	
480	Shagbark Hickory	200 mm cal	Retain	Yes	
481	Bur Oak	700 mm cal	Retain	Yes	
482	Shagbark Hickory	250 mm cal	Retain	Yes	
483	Row: Elm Black Willow	150-500 mm cal	Retain	Yes	
484	Shrubs		Retain	No	
485	Bur Oak	220 mm cal	Retain	No	
486	Bur Oak	220 mm cal	Retain	Yes	
487	Crabapple		Retain	No	
488	Silver Maple		Retain	No	
489	Pine		Retain	No	

KEY	DESCRIPTION		RECOMMENDATION	LOCATED IN R.O.W.	REMARKS
	Species	Size			
490	Crabapple		Retain	No	
491	Crabapple		Retain	No	
492	Row: Basswood Elm	110-280 mm cal	Retain	Yes	
493	Linden		Retain	No	
494	Colorado Spruce		Retain	No	
495	Colorado Spruce		Retain	No	
496	Colorado Spruce		Retain	No	
497	Crabapple		Retain	No	
498	Horse Chestnut	330 mm cal	Retain	Yes	
499	Crabapple		Retain	No	
500	Shrubs		Retain	No	
501	Bur Oak	2@220 mm cal	Retain	Yes	
502	Elm	240 mm cal	Retain	Yes	
503	Bur Oak	200 mm cal	Retain	Yes	
504	Shrubs		Retain	No	
505	Cedars		Retain	No	
506	Cedars		Retain	Partially	
507	White Fir		Retain	No	
508	Norway Maple	100 mm cal	Retain	No	
509	Oak	3@150 mm cal	Retain	No	
510	Honey Locust	60 mm cal	Retain	No	
511	Honey Locust	60 mm cal	Retain	No	
512	Honey Locust	60 mm cal	Retain	No	
513	Honey Locust	60 mm cal	Retain	No	
514	Honey Locust	60 mm cal	Retain	No	
515	Honey Locust	60 mm cal	Retain	No	
516	Honey Locust	60 mm cal	Retain	No	
517	Honey Locust	60 mm cal	Retain	No	
518	Shrubs		Retain	No	
519	Sugar Maple	270 mm cal	Remove	Yes	
520	Sugar Maple	250 mm cal	Remove	Yes	
521	Sugar Maple	390 mm cal	Remove	Yes	
522	Sugar Maple	130 mm cal	Remove	Yes	
523	Sugar Maple	230 mm cal	Remove	Yes	
524	Sugar Maple	290 mm cal	Remove	Yes	
525	Elm	2@260 mm cal	Remove	Yes	
526	Hawthorns	small	Remove	Yes	
527	Honey Locust	60 mm cal	Retain	No	
528	Sugar Maple	200 mm cal	Remove	Yes	
529	Sugar Maple	320 mm cal	Retain	Yes	
530	Sugar Maple	180 mm cal	Remove	Yes	
531	Ash	60 mm cal	Retain	No	
532	Sugar Maple	160 mm cal	Retain	Yes	
533	Ash	60 mm cal	Retain	No	
534	Spruce		Retain	No	
535	Spruce		Retain	Yes	
536	Grove: Elm Sugar Maple	200-300 mm cal	Retain	Yes	
537	Sugar Maple	400 mm cal	Retain	Yes	
538	Sugar Maple	400 mm cal	Retain	Yes	

KEY	DESCRIPTION		RECOMMENDATION	LOCATED IN R.O.W.	REMARKS
	Species	Size			
539	Bitternut Hickory	250 mm cal	Retain	Yes	
540	Black Walnut	350 mm cal	Retain	Yes	
541	Mountain Ash		Retain	No	
542	Unknown	800 mm cal	Retain	No	
543	Ash	2@300 mm cal	Retain	Yes	
544	Cedar Hedge		Retain	Partially	
545	Sugar Maple	300 mm cal	Remove	Yes	poor condition
546	Sugar Maple	220 mm cal	Remove	Yes	
547	Sugar Maple	340 mm cal	Remove	Yes	
548	Sugar Maple	350 mm cal	Remove	Yes	
549	Honey Locust	60 mm cal	Retain	No	
550	Spruce		Retain	No	
551	Honey Locust	60 mm cal	Retain	No	
552	Honey Locust	60 mm cal	Retain	No	
553	Elm	240 mm cal	Retain	Yes	
554	Sugar Maple	450 mm cal	Retain	Yes	
555	Shagbark Hickory	410 mm cal	Retain	No	
556	Hawthorn	2@100 mm cal	Remove	Yes	
557	Elm	460 mm cal	Retain	Yes	
558	Misc. Deciduous Trees		Retain	No	
559	Black Cherry	440 mm cal	Retain	No	
560	Elm	200 mm cal	Retain	Yes	
561	Black Walnut	400 mm cal	Retain	Yes	hydro pruned
562	Black Walnut	310 mm cal	Retain	Yes	
563	Elm	290,250,190 mm cal	Retain	Yes	
564	Colorado & White Spruce		Retain	No	
565	Ash	100-400 mm cal	Retain	No	
566	Austrian Pine		Retain	No	
567	Green Ash	310 mm cal	Retain	Yes	
568	Hawthorn	370 mm cal	Retain	Yes	
569	Hawthorn	3@220 mm cal	Retain	Yes	
570	Hawthorn	330 mm cal	Retain	Yes	
571	Hawthorn	3@160 mm cal	Retain	Yes	
572	Downy Juneberry	2@120 mm cal	Retain	Yes	
573	Ash	100 mm cal	Retain	No	
574	Austrian Pine	2 m high	Retain	No	
575	Red Oak	520 mm cal	Retain	No	
576	Red Oak	500 mm cal	Retain	No	
577	White Fir		Retain	No	
578	White Fir		Retain	No	
579	Birch		Retain	No	
580	Privet Hedge		Retain	No	
581	Privet Hedge		Retain	No	
582	Willow	800 mm cal	Retain	No	
583	Shrubs		Retain	Yes	
584	Shrubs/Cedar		Retain	No	
585	Ornamental Cherry	3 m high	Retain	Yes	
586	Green Ash	110 mm cal	Retain	Yes	
587	Green Ash	130 mm cal	Retain	Yes	
588	Hedge		Retain	Partially	
589	Norway Maple	200 mm cal	Retain	Yes	
590	Hedge		Retain	Partially	
591	Colorado Spruce	6 m high	Retain	No	

KEY	DESCRIPTION		RECOMMENDATION	LOCATED IN R.O.W.	REMARKS
	Species	Size			
592	Green Ash	170 mm cal	Retain	Yes	
593	Shrubs		Retain	Partially	
594	Elm	3@100 mm cal	Retain	Yes	
595	Norway Maple	80 mm cal	Retain	Yes	
596	Flowering Crabapple		Retain	No	
597	Columnar Norway Maple		Retain	Yes	
598	Globe Norway Maple		Retain	Yes	
599	Colorado Spruce	3 m high	Retain	Yes	
600	White Birch	120 mm cal	Retain	Yes	
601	White Birch	170 mm cal	Retain	Yes	
602	Shagbark Hickory	250 mm cal	Retain	Yes	
603	Honey Locust	2 m high	Retain	Yes	
604	Norway Maple	2 m high	Retain	Yes	
605	Hedge		Retain	Yes	
606	Hedge		Retain	No	
607	Honey Locust	500 mm cal	Retain	Yes	
608	Honey Locust	330 mm cal	Retain	Yes	
609	Honey Locust	410 mm cal	Retain	Yes	
610	Juniper		Retain	Yes	
611	Sugar Maple	300 mm cal	Retain	Yes	
612	Honey Locust	360 mm cal	Retain	Yes	
613	Japanese Tree Lilac		Retain	No	
614	Catalpa		Retain	No	
615	Honey Locust	340 mm cal	Retain	Yes	
616	Honey Locust	350 mm cal	Retain	Yes	
617	Birch	140 mm cal	Retain	No	
618	White Pine	110 mm cal	Retain	No	
619	Silver Maple	2@300 mm cal	Retain	No	
620	Silver Maple		Retain	No	
621	Colorado Spruce	2.5 m high	Retain	Yes	relocate
622	Flowering Crabapple	100 mm cal	Retain	No	
623	Flowering Crabapple	100 mm cal	Retain	No	
624	Shrubs		Retain	No	
625	Shrubs		Retain	No	
626	Ornamental Cherry	150 mm cal	Retain	No	
627	Colorado Spruce	2 m high	Retain	Yes	
628	Colorado Spruce	2 m high	Retain	Yes	
629	Scots Pine	180 mm cal	Retain	Yes	
630	Honey Locust	50 mm cal	Retain	No	
631	Ornamental Cherry	50 mm cal	Retain	No	
632	Shagbark Hickory	330 mm cal	Retain	Yes	
633	Cedar Hedge		Retain	Yes	
634	Scots Pine	130 mm cal	Retain	Yes	
635	Scots Pine	200 mm cal	Retain	Yes	
636	White Birch	2@200 mm cal	Retain	Yes	
637	White Birch	2@170 mm cal	Remove	Yes	diseased
638	Crabapple	2@200 mm cal	Retain	Yes	
639	Ornamental Cherry	50 mm cal	Retain	No	
640	White Ash	800 mm cal	Retain	Yes	
641	Ash	300 mm cal	Retain	No	
642	Norway Maple	250 mm cal	Retain	No	
643	Norway Maple	100 mm cal	Retain	No	
644	Oak	300 mm cal	Retain	No	

KEY	DESCRIPTION		RECOMMENDATION	LOCATED IN R.O.W.	REMARKS
	Species	Size			
645	Shrubs		Retain	No	
646	Norway Spruce/Lindens	10 m high	Retain	No	
647	Shrubs		Retain	No	
648	Shagbark Hickory	2@290 mm cal	Retain	No	
649	Sugar Maple	300 mm cal	Remove	Yes	topped
650	Sugar Maple	320 mm cal	Remove	Yes	topped
651	Sugar Maple	410 mm cal	Retain	Yes	
652	Bur Oak	380 mm cal	Retain	Yes	
653	Shagbark Hickory	250 mm cal	Retain	Yes	
654	Shagbark Hickory	240 mm cal	Retain	Yes	
655	Willow	550 mm cal	Retain	No	
656	Sugar Maple	150 mm cal	Retain	No	
657	Sugar Maple	280 mm cal	Retain	Yes	
658	Sugar Maple	330 mm cal	Retain	Yes	
659	Sugar Maple	350 mm cal	Retain	No	
660	Sugar Maple	2@250 mm cal	Retain	No	
661	Grove: Ash Apple Norway Maple, etc..		Retain	No	
662	Grouping: Norway Maple Spruce Shrubs		Retain	No	
663	Norway Maple	70 mm cal	Retain	No	
664	Norway Maple	70 mm cal	Retain	No	
665	Elm	520 mm cal	Retain	No	
666	Austrian Pines	90-200 mm cal	Retain	Partially	
667	Austrian Pine	180 mm cal	Retain	Yes	
668	Austrian Pine	180 mm cal	Retain	Yes	
669	Norway Maple	110 mm cal	Retain	Yes	
670	Norway Maple	150 mm cal	Retain	Yes	
671	Norway Maple	150 mm cal	Retain	No	
672	Willow	520 mm cal	Retain	Yes	
673	Austrian Pine	140 mm cal	Retain	Yes	
674	Austrian Pine	180 mm cal	Retain	Yes	
675	Austrian Pine	220 mm cal	Retain	Yes	
676	Austrian Pine	200 mm cal	Retain	Yes	
677	Austrian Pine	200 mm cal	Retain	Yes	
678	Manitoba Maple		Retain	No	
679	Ash		Retain	No	
680	Red Pine		Retain	No	
681	Red Pine		Retain	No	
682	Ash		Retain	No	
683	Ash		Retain	No	
684	Red Pine		Retain	No	
685	Row of Elms	200 mm cal	Retain	No	
686	Shrubs		Retain	No	
687	Hawthorn		Remove	Yes	
688	Silver Maple	220 mm cal	Retain	No	
689	Juniper Shrubs		Retain	No	
690	Silver Maple	4@120 mm cal	Retain	No	
691	Mountain Ash	100 mm cal	Retain	No	

KEY	DESCRIPTION		RECOMMENDATION	LOCATED IN R.O.W.	REMARKS
	Species	Size			
692	Silver Maple	4@150 mm cal	Retain	No	
693	Row of Austrian Pine	10 m high	Retain	No	
694	Honey Locust	50 mm cal	Retain	Yes	
695	Shrubs		Retain	No	
696	Honey Locust	50 mm cal	Retain	Yes	
697	Group Austrian Pine	10 m high	Retain	No	
698	Misc. Trees and Shrubs		Retain	No	
699	Misc. Trees and Shrubs		Retain	No	
700	Honey Locust	60 mm cal	Retain	No	
701	Norway Maple	60 mm cal	Retain	No	
702	Honey Locust	60 mm cal	Retain	No	
703	Norway Maple	60 mm cal	Retain	No	
704	Honey Locust	60 mm cal	Retain	No	
705	Norway Maple	60 mm cal	Retain	No	
706	Honey Locust	60 mm cal	Retain	No	
707	Honey Locust	60 mm cal	Retain	No	
708	Norway Maple	60 mm cal	Retain	No	
709	Norway Maple	60 mm cal	Retain	No	
710	Honey Locust	80 mm cal	Retain	No	
711	Colorado Spruce	4 m high	Retain	Yes	
712	Shrubs		Retain	No	
713	Norway Maple	80 mm cal	Retain	No	
714	Norway Maple	80 mm cal	Retain	No	
715	Silver Maple	200 mm cal	Retain	Yes	
716	Shrubs		Retain	No	
717	Silver Maple	100 mm cal	Retain	Yes	
718	Austrian Pine	6 m high	Retain	No	
719	Austrian Pine		Retain	No	
720	Austrian Pine		Retain	No	
721	Silver Maple	180 mm cal	Retain	No	
722	Silver Maple	180 mm cal	Retain	No	
723	Spruce		Retain	No	
724	Elm	100 mm cal	Retain	No	
725	Elm	100 mm cal	Retain	No	
726	Austrian Pine	5 m high	Retain	No	
727	Austrian Pine	5 m high	Retain	No	
728	Dogwood		Retain	No	
729	Row of Poplar		Retain	No	
730	White Spruce	6 m high	Retain	No	
731	Grove: Ash Scots Pine		Retain	No	
732	Pussy Willow		Retain	No	
733	Lilac Shrubs		Retain	No	
734	Lilac Shrubs		Retain	No	
735	Manitoba Maple		Remove	Yes	weed species
736	Norway Maple	350 mm cal	Retain	Yes	
737	Norway Maple	280 mm cal	Retain	Yes	
738	Green Ash	290 mm cal	Retain	Yes	
739	Linden	280 mm cal	Retain	Yes	
740	Ash	250 mm cal	Retain	Yes	
741	Linden	250 mm cal	Retain	Yes	
742	Hawthorn		Retain	Yes	

KEY	DESCRIPTION		RECOMMENDATION	LOCATED IN R.O.W.	REMARKS
	Species	Size			
743	Shrubs		Retain	Yes	
744	Austrian Pine		Retain	No	
745	Shrubs		Retain	Yes	
746	Linden	80 mm cal	Retain	No	
747	Linden	80 mm cal	Retain	No	
748	Linden	80 mm cal	Retain	No	
749	Linden	80 mm cal	Retain	No	
750	Linden	80 mm cal	Retain	No	
751	Linden	80 mm cal	Retain	No	
752	Linden	80 mm cal	Retain	No	
753	Linden	80 mm cal	Retain	No	
754	Linden	80 mm cal	Retain	No	
755	Shrubs		Retain	Partially	
756	Shrubs		Retain	Partially	
757	Linden	80 mm cal	Retain	No	
758	Linden	80 mm cal	Retain	No	
759	Shrubs		Retain	No	
760	Shrubs		Retain	No	
761	Linden	175 mm cal	Retain	No	
762	Linden	200 mm cal	Retain	No	
763	Norway Maple	250 mm cal	Retain	No	
764	Norway Maple	100 mm cal	Retain	No	
765	Norway Maple	125 mm cal	Retain	No	
766	Linden	150 mm cal	Retain	No	
767	Linden	150 mm cal	Retain	No	
768	Linden	150 mm cal	Retain	No	
769	Norway Maple	200 mm cal	Retain	No	
770	Norway Maple	100 mm cal	Retain	No	
771	Norway Maple	150 mm cal	Retain	No	
772	Shrub		Retain	No	
773	Austrian Pine	120 mm cal	Retain	No	
774	Austrian Pine	100 mm cal	Retain	Yes	
775	Austrian Pine	120 mm cal	Retain	No	
776	Catalpa	125 mm cal	Retain	No	
777	Catalpa	125 mm cal	Retain	No	
778	Catalpa	125 mm cal	Retain	Yes	
779	Austrian Pine	150 mm cal	Retain	No	

APPENDIX B -

Phase I: Problem Identification

- **Letter of Study Commencement**
- **Public Notice of Study Commencement**
- **Summary of Phase I Public Comments**



THE REGIONAL MUNICIPALITY OF HAMILTON-WENTWORTH

Transportation / Environmental Services Group

Roads Department
Predesign and Special Projects Division
25 Main Street West, Suite 1010
Hamilton, Ontario L8P 1H1

Tel. (416) 546-4277
Tel. (416) 546-2380

Fax (416) 546-2385

Our File No. 60.19.01.1

July 27, 1992

SEE DISTRIBUTION LIST

Initiation of Class Environmental Assessment for Stonechurch Road Widening

The Region of Hamilton-Wentworth is currently carrying out a Planning and Design Study for the reconstruction and widening of Stone Church Road from Garth Street in Hamilton to Upper Mount Albion Road in Stoney Creek. This project is being carried out as a Class Environmental Assessment project in accordance with the requirements of the Class Environmental Assessment for municipal road projects.

The enclosed map shows the location of the project and indicates some of the environmental and land use features of the area.

The road reconstruction and widening is required for the following reasons:

- to improve drainage by providing curbs and gutters (an urban cross-section);
- to provide structural improvements to the road to:
 - i) rehabilitate the pavement;
 - ii) accommodate expanded bus service (routes and frequency) as a result of the Red Hill Creek Expressway and the associated closure of Limeridge Road; and
 - iii) improve traffic operations.

Planning Alternatives

There are no planning alternatives that will satisfy the need to provide an urban cross-section or to reconstruct the road for the purposes outlined above.

Design Alternatives

StoneChurch Road is presently a two lane road with ditches (rural cross-section). This road is designated for five lanes in the Regional Official Plan. The design alternatives generated will be for urban cross sections and will be between three and five lanes depending on traffic volumes.

The Class Environmental Assessment is being prepared for the area between Garth Street and Mount Albion Road to ensure consistency in planning and design for this section of the Regional road network. However, construction is expected to begin in 1993 for the section between Upper Gage and Upper Wentworth only.

I would appreciate if you could inform me by August 24, 1992 if you are interested in being involved in the project, have additional information that would be useful to the identification and assessment of alternatives, and/or have any concerns relating to this study. A form has been attached for your convenience in responding to this request.

Comments will be kept on file for use during the study and, unless otherwise requested, may be included in the resulting study documentation.

ONLY THOSE WHO RESPOND WITHIN THE SPECIFIED TIME FRAME AND THOSE DIRECTLY AFFECTED BY THE UNDERTAKING WILL RECEIVE NOTIFICATION DURING LATER STAGES OF PLANNING AND DESIGN.

Thank you for your co-operation.

A handwritten signature in dark ink, appearing to read 'P. Hubbard', with a stylized flourish at the end.

Pamela Hubbard
Environmental Planner

ph:dt

Encls.

DISTRIBUTION LIST

Ministry of Natural Resources
Central Region
R.R. #2, 820 Yonge Street South
Aurora, Ontario L4G 3G8
Attention: Regional Director

Ministry of Municipal Affairs
Plans Administration Branch
14th Floor, 777 Bay Street
Toronto, Ontario M5G 2E5
Attention: Louis Zubouski

Ministry of Culture and Communications
Development Plans Review Unit
77 Bloor Street West, 2nd Floor
Toronto, Ontario M7A 2R9
Attention: Peter Carruthers
Heritage Branch

Ministry of Housing
Land Development Group
777 Bay Street, 12th Floor
Toronto, Ontario M5G 2E5
Attention: Walter Battello

Ministry of the Environment
Approval and Planning Section
P.O. Box 2112
119 King Street, 12th Floor
Hamilton, Ontario L8N 3Z9
Attention: Ed Gill, Chief

Ministry of Culture and Communications
55 Centre Street
London, Ontario N6J 1T4
Attention: Neal Ferris
Development Review Officer

Union Gas Limited
P.O. Box 10
360 Strathearne Avenue North
Hamilton, Ontario L8N 3A5
Attention: Murray Costello, Supervisor
Plant/Construction

Ministry of Natural Resources
Cambridge District
P.O. Box 2186 Beaverdale Road
Cambridge, Ontario N3C 2W1
Attention: District Manager

Ministry of Government Services
Real Estate Branch - West
Development and Appraisals
16th Floor, 777 Bay Street
Toronto, Ontario M5G 2E5
Attention: Andrew Alic, Manager

Ontario Hydro
Community Relations Department
700 University Avenue, H8G1
Toronto, Ontario M5G 1X6
Attention: Bob Henderson, Manager

Hamilton Region Conservation Authority
P.O. Box 7099
838 Mineral Springs Road
Ancaster, Ontario L9G 3L3
Attention: B. Scott Konkle, Director
Planning and Engineering

Ministry of Tourism and Recreation
Customer Services & Planning Branch
78th Floor, 77 Bloor Street West
Toronto, Ontario M7A 2R9
Attention: Pat Taylor

Ministry of Community and Social Services
South-west Regional office
195 Dufferin Avenue
London, Ontario N6A 1K7
Attention: Murray Hamilton
Regional Director

Bell Canada
66 Bay St. South, 7th Floor
P.O. Box 340
Hamilton, Ontario L8N 3H2
Attention: Dan Wardell

Distribution List - Continued

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166 Main Street West
Grimsby, Ontario
L3M 1S3

The Corporation of the City of Hamilton
Public Works Department
71 Main Street West, 4th Floor
Hamilton, Ontario L8N 3T4
Attention: Doug Lobo, Acting Director

The Corporation of the City of Hamilton
Traffic Department
71 Main Street West, 1st Floor
Hamilton, Ontario L8N 3T4
Attention: Murray Main, Director

The Corporation of the City of Stoney Creek
Fire Department
777 Highway No. 8, P.O. Box 9940
Stoney Creek, Ontario L8G 4N9
Attention: Chief B. Hirst

The Regional Municipality of Hamilton-Wentworth
Regional Clerk's Office
119 King Street West, 15th Floor
Hamilton, Ontario L8N 3V9
Attention: R. Prowse, Regional Clerk

The Regional Municipality of Hamilton-Wentworth
Public Transit Department
330 Wentworth Street North
Hamilton, Ontario L8L 5W2
Attention: Bill O'Brien, Director
Transportation Services

The Regional Municipality of Hamilton-Wentworth
Health Department
25 Main Street West, 4th Floor
P.O. Box 897
Hamilton, Ontario L8N 3P6
Attention: Dr. F. Scott, Medical Officer of Health

The Regional Municipality of Hamilton-Wentworth
Economic Development Department
1 James Street South, 3rd Floor
Hamilton, Ontario L8P 4R5
Attention: J. Thoms, Acting Director

The Corporation of the City of Hamilton
City Clerk's Department
71 Main Street West, 2nd Floor
Hamilton, Ontario L8N 3T4
Attention: J. Schatz, City Clerk

The Corporation of the City of Hamilton
Fire Department
55 King William Street
Hamilton, Ontario L8R 1A2
Attention: Chief G. Baker

The Corporation of the City of Stoney Creek
Engineering Department
777 Highway No. 8, P.O. Box 9940
Stoney Creek, Ontario L8G 4N9
Attention: I. Neville, P. Cripps & A. Smith

The Corporation of the City of Stoney Creek
Planning Department
777 Highway No. 8, P.O. Box 9940
Stoney Creek, Ontario L8G 4N9
Attention: R. Marini, Director

The Regional Municipality of
Hamilton-Wentworth
Local Planning Department
71 Main Street West, 7th Floor
Hamilton, Ontario L8N 3T4
Attention: V. Abraham, W. Janssen & V. Matus

The Regional Municipality of
Hamilton-Wentworth
Regional Planning Department
119 King Street West, 14th Floor
Hamilton, Ontario L8N 3V9
Attention: A. Georgieff, W. Pearce & D. Godley

The Regional Municipality of
Hamilton-Wentworth
Environmental Services Department
71 Main Street West, 6th Floor
Hamilton, Ontario L8N 3T4
Attention: K. Brenner

The Regional Municipality of
Hamilton-Wentworth
Regional Police Department
155 King William Street
Hamilton, Ontario L8R 1A6
Attention: Chief R. Middaugh

TYPE(S) OF INVOLVEMENT

Please specify how you would like to be kept informed of this project:

- ☐ No further involvement necessary.
- ☐ Keep informed about the progress and status of the project, through minutes of external team meetings.
- ☐ Active involvement in the assessment of the alternatives and/or any discussions on this project. Willing to attend external team meetings.
- ☐ Want to comment on the decisions made, however, do not need to participate in meetings.
- ☐ Want to be notified of public information centres.
- ☐ Other (Please specify)

ADDITIONAL INFORMATION

The following information is related to the study and is available for the Special Projects Office to review:

☐ Mapping (please specify)

☐ Site Specific Reports

☐ Technical Studies

☐ Other (please specify)

☐
☐
☐

Physical
Biological
Social

☐
☐

Cultural
Economic

CONCERNS/COMMENTS

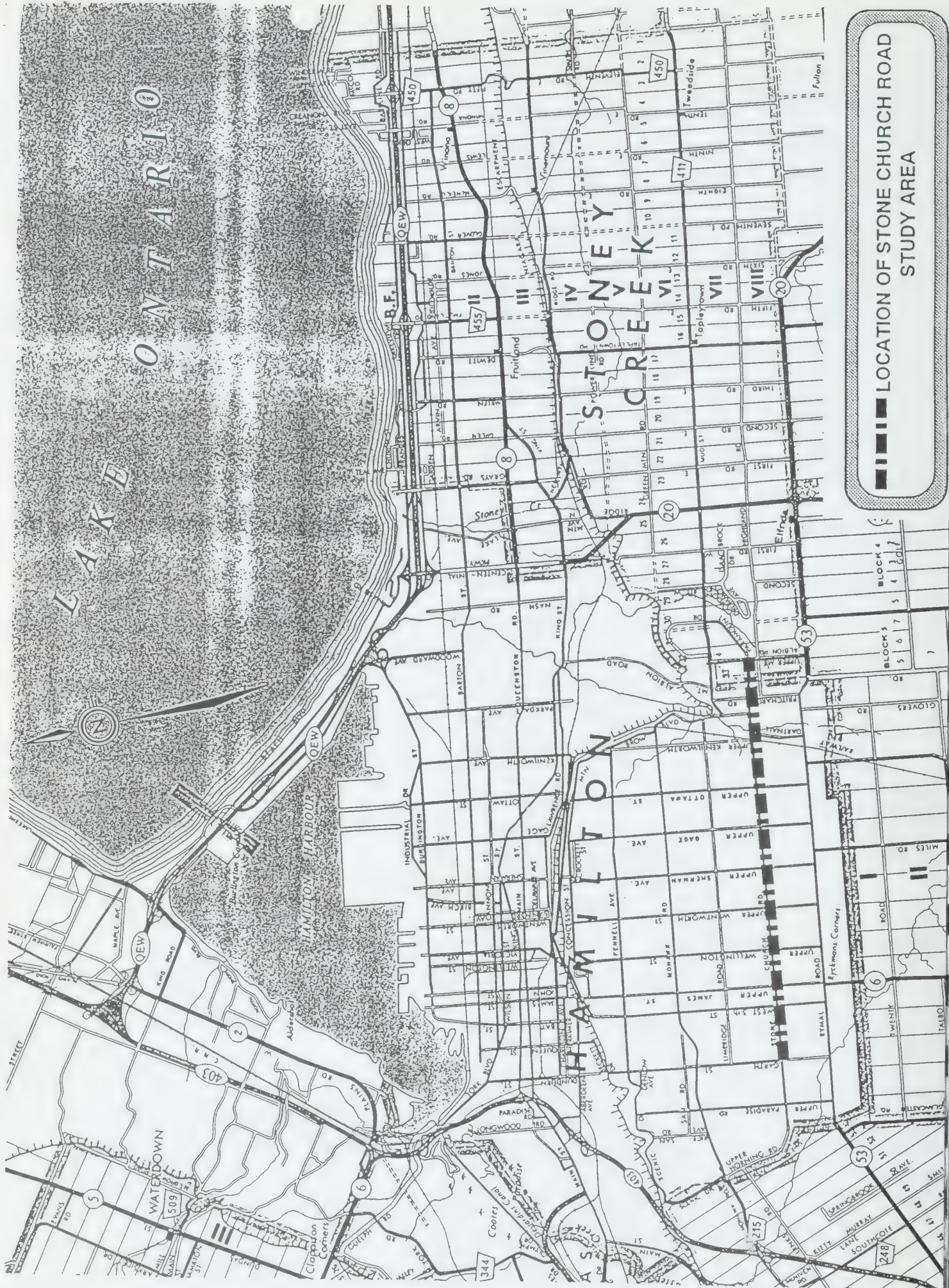
NAME:

AGENCY:

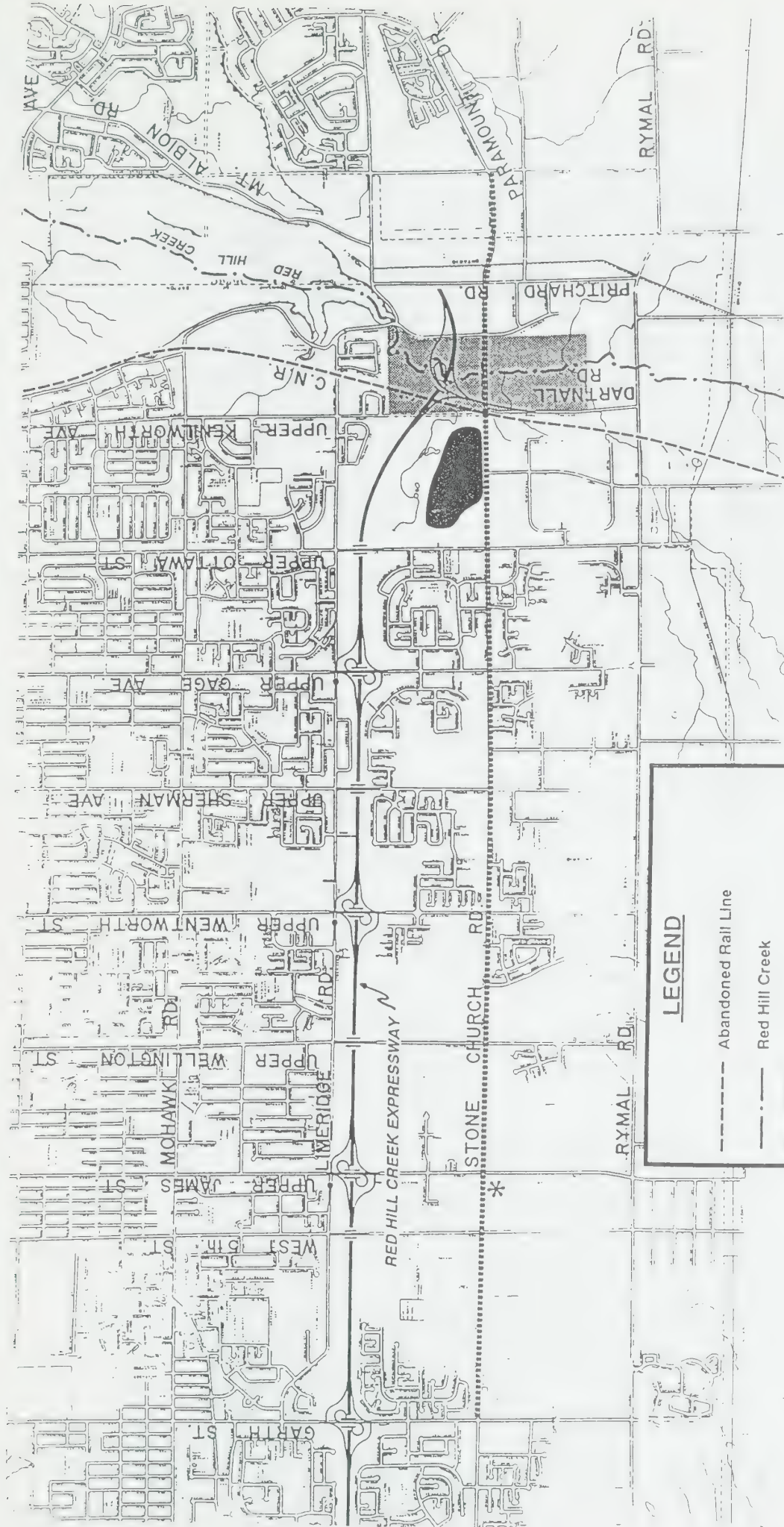
ADDRESS:

PHONE: ()

FAX: ()



LOCATION OF STONE CHURCH ROAD STUDY AREA



LEGEND

- Abandoned Rail Line
- Red Hill Creek
-  Upper Ottawa Land Fill Site
- * Heritage Designated Buildings
-  Mt. Albion Conservation Authority
N.E.C. Natural Area
- Extent of Proposed Road
Reconstruction

**MAJOR ENVIRONMENTAL FEATURES
OF STUDY AREA**

ANCASTER • DUNDAS • FLAMBOROUGH



GLANBROOK • HAMILTON • STONEY CREEK

THE REGIONAL MUNICIPALITY OF HAMILTON-WENTWORTH

NOTICE OF STUDY COMMENCEMENT STONE CHURCH ROAD FROM GARTH STREET TO UPPER MOUNT ALBION

The Region of Hamilton-Wentworth is currently carrying out an environmental assessment for the reconstruction and widening of Stone Church Road from Garth Street in Hamilton to Upper Mount Albion Road in Stoney Creek.

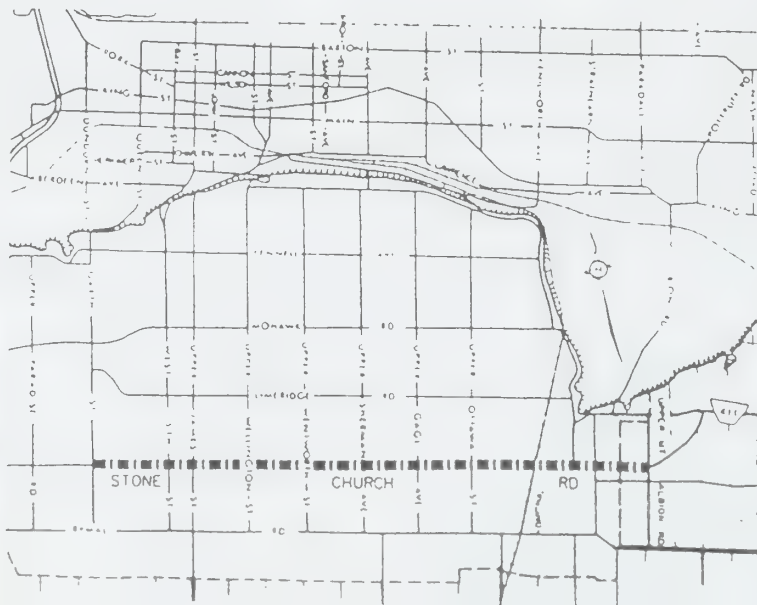
New residential areas are being developed along Stone Church Road. Since the road must be reconstructed, a change to an urban cross-section with curbs and gutters is being considered. Widening and maintaining a rural cross-section with gravel shoulders may be undesirable as the area becomes more urbanized in the future.

This study will follow the process outlined in the Class Environmental Assessment for Municipal Road Projects document and is designated a Schedule C undertaking. This is a five stage process that includes public consultation throughout the study. Upon completion of the study, a report will be available for public review and comment. Public Information Centres will be held a number of times during the study to provide the public with an opportunity to review and discuss the study with representatives of the Region. The first Public Information Centre will be held in late November and will be advertised in local newspapers. Notices will also be distributed to neighbouring property owners.

If municipalities, public groups or individual members of the public are concerned that there may be significant impacts as a result of this project, requests can be made for a more extensive review and approval process.

We are interested in receiving your comments or concerns about this study. If you wish to be involved in the study or to be placed on the mailing list, please contact:

Pamela Hubbard, Environmental Planner or
Bert Salatandre, Project Manager
Roads Department
The Regional Municipality of Hamilton-Wentworth
25 Main Street West, 10th Floor
Hamilton, Ontario L8P 1H1
Telephone: (905) 546-4277 Fax: (905) 546-2385



Phase I: Public Comments

The following comments were received during Phase I (Problem Identification) of the study. These comments were submitted either over the phone or in a letter to the Special Projects Office. Also, eight requests were received from people who wanted to be added to the study mailing list. All references to names and addresses have been removed, as required by the *Municipal Freedom of Information and Protection of Privacy Act*.

1. - have concerns with construction on the Mountain
 - would like some information on the project
2. - opposed to the closure of Eleanor Avenue at Stone Church Road
3. - the road between Upper Gage Avenue and Upper Ottawa Street has already been reconstructed (1984 roadwork & 1989 water works)
 - don't need to touch it again for 10-15 years
 - west side of Gage needs to be widened, chaotic from 8:15-8:35 a.m.
 - at the Upper Sherman Avenue/Stone Church Road intersection, there are a lot of drivers who cut through the parking lot of the Mormon Church
 - faster to go to the highway: Upper Gage Avenue, left to Hwy #53, right to Sherman
 - don't mind the idea of repainting the road to three lanes
4. - how wide will the road be?
 - will there be an opportunity to take this project to the Ontario Municipal Board?
 - as Stone Church Road is a residential street, it should not be widened to four lanes
5. - when will all Mountain streets be widened?
6. - concern is the need for sewers
7. - lack of/poor condition of sidewalks on north side makes it hard for seniors who walk there
8. - residents petitioned against a road widening but wanted sidewalks installed
 - don't want road widened because want to maintain a pedestrian oriented environment
 - environmental issues, such as air quality, are also a concern
9. - unnecessary cost because of Red Hill Creek Expressway
 - when it is completed, the majority of traffic (except for local residents) will be transferred from Stone Church Road to the Expressway
 - traffic is like a speedway now; once it is widened it will become even worse with more danger to local residents (a lot of senior citizen homes and centres on Stone Church Road housing seniors who walk the road daily, so it's only a matter of time until someone is injured or killed)
 - the road does need reconstruction with curbs, but not widened to 4 lanes

10.
 - request that a more extensive review and approval process be undertaken, preferably by a completely non-biased outside source
 - have been aware of the planning for widening Stone Church Road for many years, and have watched the Region ignore the wishes of residents
 - have seen the massive environmental damage done to the tracts of land following the streams and tributaries of the Red Hill Creek
 - the people are part of the environment, disagree with the philosophy that the road must be reconstructed
 - aldermen in area have ignored or opposed the wishes of their constituents
 - do not believe that widening Stone Church Road to an arterial road, with its curbs allowing high volume, noisy and dangerous traffic to flow just outside the doorways of our homes is reasonable or necessary
 - will have the east-west freeway and Limeridge as a feeder and most significantly, Highway #53, which should be widened to accommodate any east-west traffic flow not wishing to use the above access
 - City/Region have demonstrated appalling planning in the past, the ultimate goal seems to be to convert the Mountain into a vast flat asphalt plain, criss-crossed by high speed, high volume traffic
 - widening Stone Church Road as planned would add to the personal as well as animal and land rape which has been approved for the cross-Mountain freeway
 - In 1990, a number of residents living along the entire length of the proposed widening conducted a survey and petition to stop the proposed widening. It was submitted to our alderman, who "misplaced" the petition and "lost" my accompanying letter outlining our rationale
 - the Engineering Services Committee undertook a design of the widening (August 29, 1991 meeting). At that time our petition had not been considered by Council or Engineering Services, although it was submitted as of May 26, 1991.
 - After the decision was made, the petition was apologetically submitted to Engineering Services who noted and ignored it (September 23, 1991 meeting)
 - we will not tolerate arbitrary disregard of ourselves as part of the environment whose "study" promises to be another costly beginning to another typical planning fiasco.
11.
 - do not have street sewers or sanitation sewers
 - will there be allowance for sufficient water run-off from the property or will sewers be put in first before the construction?
12.
 - need for lights at Wentworth and Sherman intersections
 - will there be tax increases as a result of reconstruction?
 - hickory tree at front of property may need to be removed: How much front yard will be required?
13.
 - should include linkage between eastern extremity and Highland Road (between Mud Street and Hwy. #53) to eastern end of Stoney Creek in this study
14.
 - what section will be done first?
15.
 - concern if planning to expropriate

APPENDIX C -

Phase II: Planning Solutions

- **Memo to Regional Council & Municipal Departments**
- **Letter to Agencies**
- **Public Notice**
- **Public Brochure**
- **Public Information Centre #1 Information Package**
- **Public Information Centre #1 Available Handouts**
- **Public Information Centre #1 Comment Sheets**
- **Public Information Centre #1 Comments From Displays**
- **Project Update - Spring 1994**
- **Public Workshop Information Package/Agenda**
- **Public Workshop Comments**
- **Summary of Phase II Public Comments**



THE REGIONAL MUNICIPALITY OF HAMILTON-WENTWORTH

Transportation / Environmental Services Group

Roads Department
25 Main Street West, Suite 1000
Hamilton, Ontario L8P 1H1

Tel. (905) 546-4277
Tel. (905) 546-4170
Fax (905) 546-2385

MEMORANDUM

TO: Regional Council
See Distribution List Below

YOUR FILE:

FROM: Pamela Hubbard
Environmental Planner
Predesign & Special Projects Division

OUR FILE: 60.19.01.3
PHONE: 2388

SUBJECT: Stone Church Road Reconstruction

DATE: November 16, 1993

Attached please find a flyer for two Public Information Centres for the above project. The flyer explains the purpose of the Information Centres, the project, and the locations, dates and times.

The flyer will be sent to all residents and property owners along Stone Church Road as well as residents and property owners in the neighbourhoods bordering Stone Church Road.

Notices will be placed in the Hamilton Spectator, Hamilton Mountain News and Stoney Creek News on Wednesday, November 24 and in the Hamilton Spectator on Saturday, November 27.

If you have any questions about the Information Centres, please contact me at extension 2388.


phub

Distribution List

- | | | |
|-----------------------------|----------------------------|-------------------------------|
| 1. R.J. Whynott, Chairman | 2. W.M. Carson, C.A.O. | 3. Mayor R. Morrow |
| 4. Mayor R. Hodgson | 5. Mayor G. Etherington | 6. Mayor J. Addison |
| 7. Mayor D. Granger | 8. Mayor R. Wade | 9. Councillor T. Cooke |
| 10. Councillor M. Kiss | 11. Councillor V. Agro | 12. Councillor W. McCulloch |
| 13. Councillor D. Drury | 14. Councillor B. Morelli | 15. Councillor G. Copps |
| 16. Councillor D. Wilson | 17. Councillor D. Agostino | 18. Councillor F. Eisenberger |
| 19. Councillor T. Jackson | 20. Councillor R. Charters | 21. Councillor H. Merling |
| 22. Councillor T. Anderson | 23. Councillor F. D'Amico | 24. Councillor D. Ross |
| 25. Councillor J. Prentice | 26. Councillor J. Southall | 27. Councillor A. Sloat |
| 28. Councillor F. MacIntyre | 29. Councillor G. Shaw | |



THE REGIONAL MUNICIPALITY OF HAMILTON-WENTWORTH
Transportation / Environmental Services Group

Roads Department
25 Main Street West, Suite 1000
Hamilton, Ontario L8P 1H1

Tel. (905) 546-4277
Tel. (905) 546-4170
Fax (905) 546-2385

MEMORANDUM

TO: See Distribution List Below

FROM: Pamela Hubbard
Environmental Planner
Predesign & Special Projects Division

SUBJECT: Stone Church Rd. Reconstruction from
Garth St. to Upper Mount Albion Rd.
Notice of Public Information Centre #1

YOUR FILE:

OUR FILE: 60.19.01.3
(ID 61)

PHONE: 546-2388

DATE: November 22, 1993

The Regional Municipality of Hamilton-Wentworth is holding two Public Information Centres. Please take note of the Information Centre schedule in the enclosed brochure should you wish to attend.

These Information Centres are being held to present the project need and rationale, and to obtain comments from the general public on our preferred proposal to reconstruct and widen to an urban cross-section (3 or 4 lanes). Following the Public Information Centres, we will be evaluating the 3 lane and the 4 lane cross-sections based on a number of criteria. For those who have indicated an interest, you will be asked to comment on the criteria and the evaluation to confirm the preferred cross-section.

I have also included a copy of the project schedule. Please note that, if approved, construction will begin in 1995, not 1996 as indicated in the brochure. If you have any questions about the Information Centres, please contact me at extension 2388.

Thank you for your participation in this project.

ph:ab
Encl.

Distribution List

REGION OF HAMILTON-WENTWORTH

1. L. D. Turvey, Commissioner, Transportation/Environmental Services
2. E. M. Gill, Senior Director, Roads Department
3. G. Aston, Roads Department
4. W. B. O'Brien, Director of Transportation Services, H.S.R., Attention: Jim Dahms
5. K. Brenner, Environmental Services Department, Attention: Glynn Bates
6. B. Pearce, Strategic Planning Division, Regional Planning and Development Department
7. V. J. Abraham, Director of Local Planning, Planning and Development Department, Attention: B. Janssen
8. B. Hunter, Department of Public Health Services
9. Sgt. J. Kenyon, Operation Planning, Hamilton-Wentworth Regional Police

CITY OF HAMILTON

10. H. Solomon, Manager of Traffic Operations, Traffic Department
11. R. Meiers, Public Works Department
12. R. Gadowski, Public Works Department
13. G. Peace, Acting Assistant Deputy Chief, Hamilton Fire Department

CITY OF STONEY CREEK

November 22, 1993

File: 60.19.01.3

<all>

**RE: Class Environmental Assessment
Proposed Reconstruction of Stone Church Road
from Garth Street to Upper Mount Albion Road
Notice of Public Information Centre #1**

The Regional Municipality of Hamilton-Wentworth is holding two Public Information Centres. Please take note of the Information Centre schedule in the enclosed brochure should you wish to attend.

These Information Centres are being held to present the project need and rationale, and to obtain comments on the preferred proposal to reconstruct and widen to an urban cross-section (3 or 4 lanes). After the Public Information Centres, we will be evaluating the 3 lane and the 4 lane cross-sections.

I have also included a copy of the project schedule. Please note that, if approved, construction will begin in 1995, not 1996 as indicated in the brochure. If you have any comments or questions regarding this project, please contact me at the above number.

Thank you for your participation in this project.

Pamela Hubbard, Environmental Planner
Predesign and Special Projects Division

ph:ab
Encl.

THE ABOVE LETTER WAS SENT TO THOSE ON THE FOLLOWING DISTRIBUTION LIST.

STONE CHURCH ROAD CLASS EA

NOTIFICATION OF PIC #1
DISTRIBUTION LIST

Mr. Alf Roth
Union Gas Ltd.
360 Strathearne Avenue North
Hamilton, Ontario
L8N 3A5

C. Neff, B. Eng.
Assistant-to-the-Supervisor
Plant Construction
Union Gas Ltd.
P.O. Box 10
360 Strathearne Ave. N.
Hamilton, Ontario
L8N 3A5

Ms. Marion Plaunt
Senior Planner
Niagara Escarpment Commission
232 Guelph Street
Georgetown, Ontario
L7G 4B1

Mr. Joe Pellegrino
Bell Canada
1342 Stone Church Road East
Hamilton, Ontario
L8W 2C8

Mr. Neal Ferris
Development Plans Review
Southwestern Region
Ministry of Culture and Communications
Heritage Policy Branch
55 Centre Street
London, Ontario
N6J 1T4

Ms. Bridget D'Alesio
Transportation Supervisor
Hamilton-Wentworth Roman Catholic Separate School Board
90 Mulberry Street
P.O. Box 2012
Hamilton, Ontario
L8N 3R9

Mr. B. Scott Konkle
Director of Planning and Engineering
Hamilton Region Conservation Authority
P.O. Box 7099
838 Mineral Springs Road
Ancaster, Ontario
L9G 3L3

Attention: Lucy Shaw



THE REGIONAL MUNICIPALITY OF HAMILTON-WENTWORTH

NOTICE OF PUBLIC INFORMATION CENTRE

Reconstruction of Stone Church Road from Garth Street to Upper Mount Albion Road

The Region of Hamilton-Wentworth is currently carrying out an environment assessment for the reconstruction and widening of Stone Church Road from Garth Street in Hamilton to Upper Mount Albion Road in Stoney Creek.

Stone Church Road has deteriorated to the point where reconstruction is necessary. Reconstruction will improve the pavement and the base of the road. This project will address the transportation needs of a developing area of the city. The first step in the study will be to consider the need to change to an urban cross-section with curbs and gutters.

The Region will be holding Public Information Centres throughout the study. These are informal drop-in centres open to the general public. The first set of Public Information Centres will be held:

Date: Monday, November 29, 1993
Time: 4:30-9:00 p.m.
Location: Barton Community Centre
1389 Upper James Street

Date: Thursday, December 2, 1993
Time: 6:30 - 9:00 p.m.
Location: Lincoln Alexander School
50 Ravenbury Drive

On both days, there will be a brief presentation at 7:00 p.m.

These information centres are held in order to introduce the study to the community and to request comments from the community on transportation issues. These issues may include pedestrian and bicycle movement, vehicular safety, bus stops, and concerns related to school children and senior citizens who use the road.

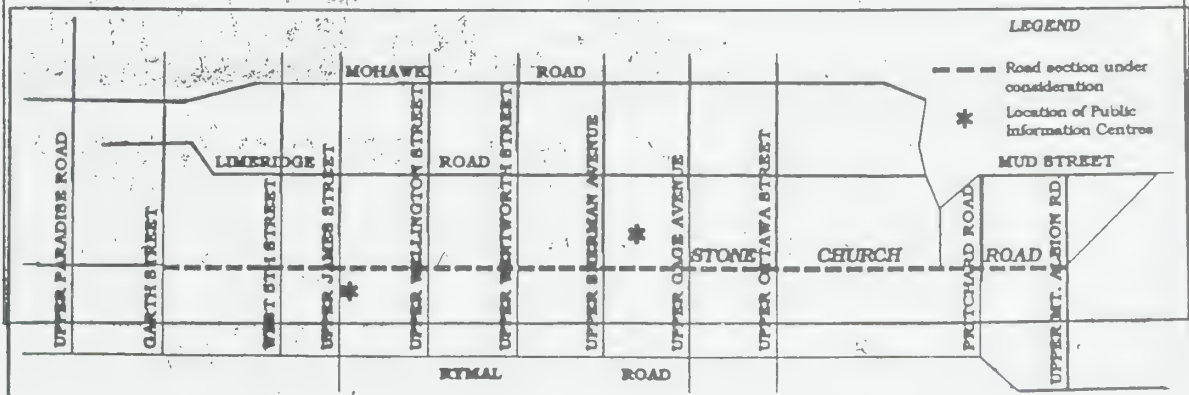
This study is following the process outlined in the Class Environmental Assessment for Municipal Road Projects document and is designated a Schedule C undertaking. Upon completion of the study, an Environmental Study Report (ESR) will be placed in the public record for review. The public will be notified of the 30 day public review period through the newspaper. If you feel that, after consulting with Regional staff, serious concerns remain unresolved, you may make a written request to the Minister of Environment and Energy to subject this process to an individual environmental assessment review and approval process, possibly including a formal public hearing.

These are the first of a series of Public Information Centres. Your input is required throughout the process. Please plan to attend one of these and other information centres in the future. Representatives from the Region will be available to explain the environmental assessment process and to answer questions. If you are unable to attend and wish to obtain information or submit verbal or written comment about the study at any time, please contact:

Pamela Hubbard, Environmental Planner or
Bert Salatandre, P. Eng, Project Manager

Roads Department
The Regional Municipality of Hamilton-Wentworth
25 Main Street West, 10th Floor
Hamilton, Ontario L8P 1H1

Telephone: (905) 546-4277
Fax: (905) 546-2385



PROJECT DESCRIPTION

Approval is being sought for upgrading Stone Church Road from Garth Street in Hamilton to Upper Mount Albion Road in Stoney Creek. However, construction will be staged starting in 1996.

CLASS ENVIRONMENTAL ASSESSMENT

The Region is following the planning process described in the provincially approved document "Class Environmental Assessment for Municipal Road Projects". This process includes the following activities:

- develop and evaluate alternative solutions to the problem
- develop and evaluate alternative designs of potential solutions
- incorporate public and agency comments where possible
- avoid or minimize negative environmental impacts. The "environment" includes physical, biological, social, cultural, and economic factors.



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PUBLIC INFORMATION CENTRES

Place: Barton Community Centre
1389 Upper James Street
Date: Monday, Nov. 29, 1993
Time: 4:30-9:00 p.m.

and

Place: Lincoln Alexander School
50 Ravenbury Drive
Date: Thursday, Dec. 2, 1993
Time: 6:30-9:00 p.m.

On both days, there will be a brief presentation at 7:00 p.m.

If you cannot attend, and you have questions or concerns, please contact:

Pamela Hubbard,
Environmental Planner
or
Bert Salatandre P.Eng.
Project Manager

Roads Department
The Regional Municipality of
Hamilton-Wentworth
25 Main Street West, 10th Floor
Hamilton, Ontario L8P 1H1

Telephone: (905) 546-4277
Fax: (905) 546-2385

NOTICE OF PUBLIC INFORMATION CENTRE #1

REGIONAL MUNICIPALITY OF HAMILTON-WENTWORTH

STONE CHURCH ROAD RECONSTRUCTION



**GARTH STREET
TO
UPPER MOUNT
ALBION ROAD**

November 29, 1993
December 2, 1993

STONE CHURCH ROAD RECONSTRUCTION

YOUR PARTICIPATION

The Region has identified the need to reconstruct Stone Church Road. The planning for the road is following the Class Environmental Assessment Process. This will include a series of Public Information Centres.

The Region is holding the first set of information centres to present information on the need for the project, the alternative ways of carrying out the project, existing road conditions, and to explain the planning process.

The community is invited to attend the information centres to:

- find out more about the project and opportunities for involvement
- provide comments on transportation needs in the area including:
 - sidewalks and pedestrian crosswalks
 - bicycle lanes versus wider curb lanes
 - bus stops
 - concerns related to school children and senior citizens

Your input is important at all stages of the project. Please plan to attend future information centres as well.

PURPOSE OF THE PROJECT

- to reconstruct Stone Church Road to improve the pavement and base of the road
- to accommodate vehicles, bicycles and pedestrians
- to address the transportation needs of a developing area of the city while maintaining the residential character
- to avoid or reduce environmental impacts

LEGEND

--- Road section under consideration

* Location of Public Information Centres

MUD STREET

CHURCH

STONE

LIMERIDGE

PRITCHARD ROAD

UPPER MT. ALBION RD.

UPPER OTTAWA STREET

UPPER GAGE AVENUE

UPPER SHERMAN AVENUE

UPPER WENTWORTH STREET

UPPER WELLINGTON STREET

UPPER JAMES STREET

WEST 5TH STREET

GARTH STREET

UPPER PARADISE ROAD

RYMAL

ROAD

MOHAWK

ROAD

ROAD



Regional Municipality of Hamilton-Wentworth

Roads Department

STONE CHURCH ROAD RECONSTRUCTION

from Garth Street
to Upper Mount Albion Road

Public Information Centre #1
November 29 & December 2, 1993

INFORMATION PACKAGE

W E L C O M E

The Regional Municipality of Hamilton-Wentworth is carrying out an environmental assessment for the reconstruction of Stone Church Road from Garth Street in Hamilton to Upper Mount Albion Road in Stoney Creek.

The Region is required to follow a planning process specified in the document "Class Environmental Assessment for Municipal Road Projects". A copy is available for you to review.

The Region holds public information centres to:

- introduce the study to the community
 - describe the environmental assessment process
 - review the problem, alternatives and evaluation criteria
 - gain input and understanding from the community
-

Please review this package and the displays. You are encouraged to express your concerns and comments at any time. Regional staff are here to answer your questions.

WHAT IS A CLASS EA?

Municipalities undertake a large number of road projects ranging from routine maintenance to reconstruction to building new roads. These projects are subject to the Ontario Environmental Assessment Act but since the environmental effects are predictable, a more streamlined process is available. This process is called a Class Environmental Assessment, or Class EA. It is a planning and design process used to evaluate alternative solutions and designs.

If you feel that, after consulting with Regional staff, serious concerns remain unresolved, you may make a written request to the Minister of Environment and Energy to subject this project to an individual environmental assessment, possibly including a formal public hearing. Although you may make this request at any time in the process, the Minister will only consider the request after the Environmental Study Report is completed and during the 30 day public review.

DESCRIPTION OF THE EXISTING ENVIRONMENT

To understand the problem and the area, a number of factors must be understood.

- Transportation
- The Natural and Physical Environment
- Land Use

These three factors are described in this package.

HOW DOES THE CLASS EA PROCESS WORK?

The Regional Roads Department consults with:

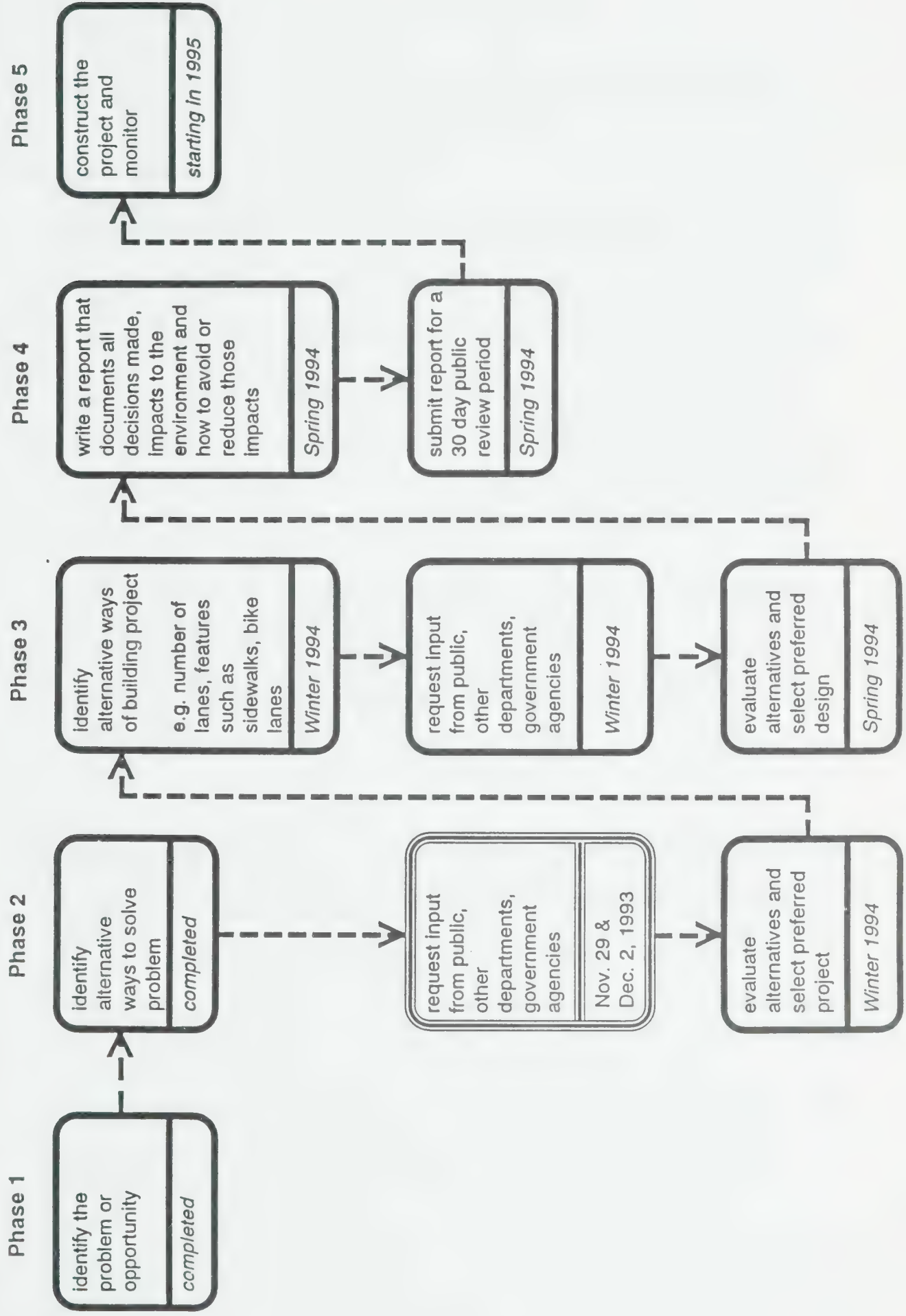
- other Regional and local municipal departments
- provincial agencies, commissions and conservation authorities
- property owners located beside the road
- the community that may be affected by the project
- the general public

At this stage in Phase 2, the Region wants to know about community transportation issues such as:

- sidewalks and pedestrian crosswalks
 - bicycle lanes versus wider curb lanes to accommodate bicycles
 - bus stops
 - concerns related to school children and senior citizens
 - areas where traffic seems to be a particular problem
-

Comments received from all of the consultations are assessed by the Roads Department. All comments are seriously considered at each phase of the project before staff recommend how to proceed with the project.

STUDY SCHEDULE



TRANSPORTATION

REGIONAL CONTEXT

Stone Church Road is part of a larger network of Regional roads in Hamilton-Wentworth. Traffic use along Stone Church Road is related to transportation along other Regional roads. Therefore, plans for Stone Church Road must be made while considering Rymal Road, the Red Hill Creek Expressway, the future closure of Limeridge Road, and the extension of Stone Church Road into the Meadowlands of Ancaster.

EXISTING AND FUTURE TRAFFIC VOLUMES

- Within the study area, Stone Church Road is mostly a two lane road except for one section which has four lanes between Upper Gage Avenue and Upper Ottawa Street
- Limeridge Road will be closed in 1997 for construction of the northern ramp terminals of the Red Hill Creek Expressway. The temporary diversion of traffic from Limeridge Road may result in additional traffic on Stone Church Road until the Expressway is opened in 1998.
- Traffic volumes will decrease after the opening of the Red Hill Creek Expressway in 1998, but then will gradually increase to the present levels

EXISTING AND FUTURE PUBLIC TRANSIT

- bus service is presently operating on specific sections of Stone Church Road:
 - between Upper Wellington and Upper Wentworth
 - between Eleanor and Upper Gage
 - east of Upper Ottawa to Heritage Green

- South Mountain Transit Review has been conducted which outlines bus routes over the next 5 to 6 years:
 - revisions to routes will improve service for area high schools, Stone Church Health Clinic, and neighbourhood plazas
 - a permanent east-west route has not been planned for Stone Church Road prior to 1998

ACCIDENT INFORMATION

- Generally, the rate of vehicle collisions on Stone Church Road is approximately 50% below the average rates on arterial roads in the City of Hamilton.

THE NATURAL AND PHYSICAL ENVIRONMENT

HISTORICAL RESOURCES

Three buildings along Stone Church Road are historical.

The Barton Stone United Church at Upper James Street is a building of particular architectural and historical significance. It will likely be designated under the Ontario Heritage Act in the near future.

The other two buildings are stone farmhouses from the 1850s. Both have been incorporated into new commercial and housing developments.

MOUNT ALBION CONSERVATION AREA

The Conservation Area is designated an Escarpment Protection Area under the Niagara Escarpment Plan and is owned by the Hamilton Region Conservation Authority.

The Conservation Area:

- is comprised of wetlands, upland woods, old field, and tall shrub thicket
- has no identified rare plant or animal species
- north of Stone Church Road will be used to construct an interchange for the Red Hill Creek Expressway and a stormwater management pond

TREES

Five hundred and twenty (520) trees along Stone Church Road were identified and assessed. The health of the tree population is satisfactory considering the stresses of human activities along this route.

- 424 trees are considered healthy
- 96 trees are weak or in poor condition
- of the 424 healthy trees, 52 trees require special consideration due to large size (old age) and/or type of tree

DRAINAGE

In areas where the road has a rural cross-section, ditches and culverts eventually direct surface runoff to a storm sewer system, but not before some distance has been travelled over the land. Where there are no ditches, the water may stand in pools until it filters into the ground.

In areas where the road has an urban cross-section, curbs and gutters direct surface runoff to the storm sewer system quickly.

LAND USE

West of Upper Ottawa Street, Stone Church Road:

- is mostly residential in character with single family homes and townhouses
- has some commercial areas as well as institutions, schools, etc.
- has most of the residential and commercial properties facing Stone Church Road
- crosses some Hydro facilities and gas pipelines
- runs adjacent to an underground water reservoir at the south-east corner of the Garth intersection

East of Upper Ottawa Street, Stone Church Road:

- is mostly commercial, industrial and institutional development
- has relatively little residential development
- crosses the Mount Albion Conservation Area
- is adjacent to the Ottawa Street landfill site that has been closed since 1980
- crosses the abandoned Canadian National Rail line

THE PROBLEM

Stone Church Road has deteriorated to the point where reconstruction is necessary. Reconstruction will improve the pavement and the base of the road. Since new residential areas are being developed along Stone Church Road, this project will address how to provide for the transportation needs of a developing area of the city while maintaining the residential character. A first step in the study will be to consider a change to an urban cross-section with curbs and gutters.

ALTERNATIVE SOLUTIONS

The study must consider alternative planning solutions. In this project, three alternative solutions were studied:

-
- | | |
|---------------------------|---|
| <i>Solution #1</i> | <i>do nothing</i> <ul style="list-style-type: none">■ repave as part of regular maintenance, where necessary |
| <i>Solution #2</i> | <i>improve ditches and lane widths (number of lanes remains the same)</i> <ul style="list-style-type: none">■ reconstruct the road base where necessary |
| <i>Solution #3</i> | <i>widen road with curbs (number of lanes to be determined)</i> <ul style="list-style-type: none">■ reconstruct and widen road |
-

DO NOTHING (repave as part of regular maintenance)

ADVANTAGES

- surface water runoff does not increase
- trees remain
- property not required
- residential character maintained

DISADVANTAGES

- stormwater drainage continues to be a problem
- the road takes up less than the designated road allowance width
- no provisions for sidewalks in certain areas because property is not available
- no opportunity to expand hydro, cable and natural gas facilities
- does not meet minimum road lane width or geometric design standards
- road conditions will continue to deteriorate due to poor road base
- no provisions for cyclists using the road
- maintenance costs higher for ditches and culverts

IMPROVE DITCHES AND LANE WIDTHS (the number of lanes remains the same)

ADVANTAGES

- drainage improved by constructing and improving ditches
- provisions can be made for sidewalks
- improved access
- opportunities to expand hydro, cable and natural gas facilities
- can provide standard road lane widths and geometric design
- short distance for pedestrians to cross
- provides a new base and surface
- can provide wider curb lanes or marked lanes by cyclists
- residential character maintained

DISADVANTAGES

- trees will be removed where ditches are constructed
- some sections may still be less than the standard road allowance width
- no opportunity for landscaping within road allowance

PREFERRED SOLUTION - RECONSTRUCTION AND WIDENING OF STONE CHURCH ROAD

The Region prefers to reconstruct the road and provide curbs. This would require the widening of Stone Church Road.

ADVANTAGES

- improved drainage
- improved access from and onto Stone Church Road
- provisions can be made for cyclists with either a wider curb lane or marked bicycle lanes
- can provide standard road lane widths and geometric design
- allows for hydro, cable and natural gas facilities to expand in the future (this depends on how much road allowance is required)
- maintenance costs are lower for curbs and gutters
- provisions can be made for sidewalks

DISADVANTAGES

- a large number of trees will be removed
- opportunities for landscaping will depend on the amount of road allowance acquired
- wider road for pedestrians to cross (but the Region may be able to provide medians in the centre of the road)
- cost to reconstruct is higher than for a road with ditches
- potential loss of fish habitat in Red Hill Creek if the adjacent section of Stone Church Road is widened on the south side
- change to residential character dependant on the number of lanes chosen and opportunities to replant trees

DESIGN ALTERNATIVES

Providing an urban cross-section addresses the problems associated with dust and drainage in an area that is becoming increasingly urbanized. Maintenance costs in the future can be reduced by providing an urban cross-section at a time when the road must be reconstructed.

Three alternative designs will be examined for an urban cross-section.

-
- | | |
|-----------------------------|--|
| <i>Alternative A</i> | <i>3 lanes</i> |
| | <ul style="list-style-type: none">■ one lane each direction■ left turning lane in the centre■ provision for bicycles |

- | | |
|-----------------------------|--|
| <i>Alternative B</i> | <i>4 lanes</i> |
| | <ul style="list-style-type: none">■ two lanes in each direction■ provision for bicycles |

- | | |
|-----------------------------|---|
| <i>Alternative C</i> | <i>5 lanes</i> |
| | <ul style="list-style-type: none">■ two lanes in each direction■ left turning lane in the centre |
-

At this time, Alternative C has been eliminated because traffic volumes do not warrant 5 lanes. In addition, the residential character will be more successfully maintained with a cross-section of fewer than 5 lanes.

CRITERIA FOR EVALUATING DESIGN ALTERNATIVES

The criteria that will be used to evaluate the alternative designs are:

Social

maintenance of residential character
historical resources
amount of property to be acquired by the Region

Economic

construction costs
maintenance costs
area businesses and services

Natural/Physical

trees
water quantity
landfill site
Conservation Area
storm water runoff

Transportation

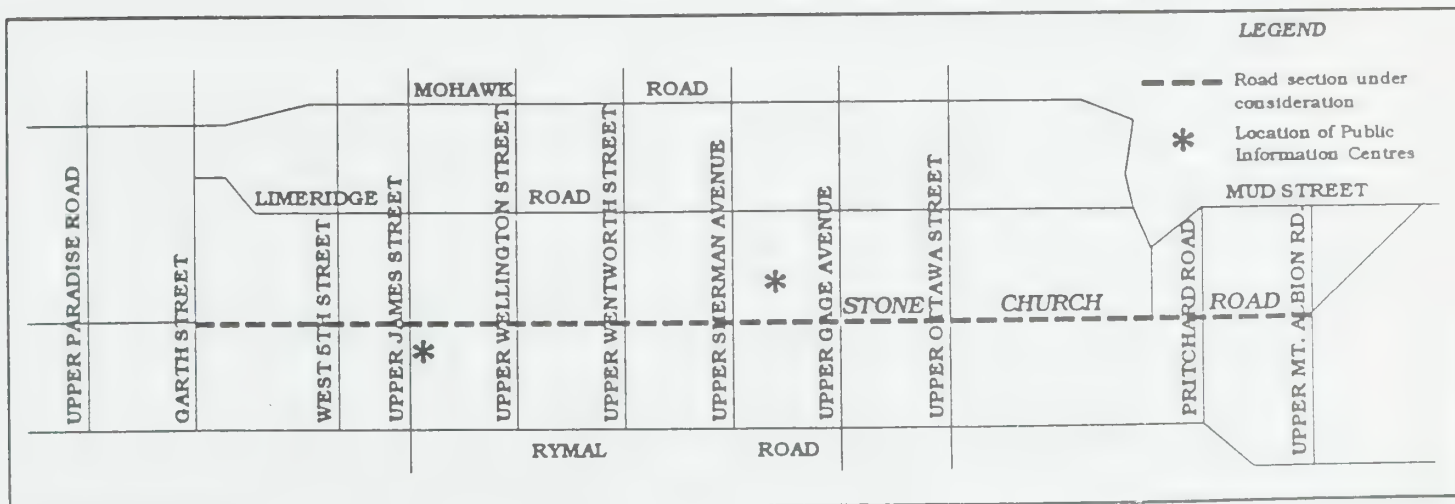
pedestrian safety (walking along or crossing the road)
safe cycling provisions
efficient travel for vehicles/motorists
provision of standard road lane widths

Are there any criteria we are missing that you would like added so that the evaluation is complete?

Please let us know.

Following this set of public information centres, the Region will follow a number of steps.

- review and respond to public comments
- review and respond to comments from other groups
- modify both the criteria and the evaluation of solutions presented in this package, if necessary
- evaluate impacts of alternative cross-sections (3 lanes or 4 lanes), if the Region decides to reconstruct with an urban cross-section
- review the selected cross-section with the public at another public information centre. Notice will be given through newspaper ads and brochures.



YOU CAN BE INVOLVED

As you can see, many issues will have to be addressed during the course of this study. In order to assist with making decisions, your involvement is necessary.

To participate further, you can:

- complete a comment sheet to record your comments. Regional staff will respond to all concerns.
 - provide us with your input at any time during the study. Regional staff is willing to meet with you if you need further explanations or have significant concerns.
 - request to be placed on the mailing list to be advised of future public information centres
 - attend the next public information centre to find out how the study is progressing and to provide your comments
-

The next public information centre is planned for Winter 1994. At that time, the results of the staff evaluation of the alternative designs will be presented.

Thank you for your interest in this project. If you have further questions or require additional information, please contact:

Pamela Hubbard, Environmental Planner
Bert Salatandre P. Eng, Project Manager
Roads Department
The Regional Municipality of Hamilton-Wentworth
25 Main Street West, 10th Floor
Hamilton, Ontario L8P 1H1

Telephone:(905) 546-4277

Fax:(905) 546-2385



BICYCLE FACILITIES **ON STONE CHURCH ROAD**

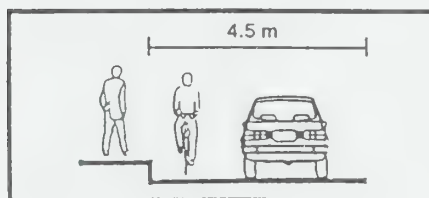
VISION 2020 - OBJECTIVE

- establish an extensive network for commuter and recreational cyclists

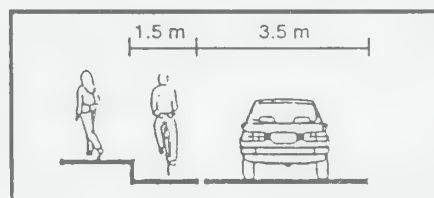
WHY STONE CHURCH ROAD?

- it's a continuous route south of the Red Hill Creek Expressway
- the route passes through a largely residential area
- trips to school, to work and for recreation can be accommodated

WIDE CURB LANES OR MARKED BICYCLE LANES?



OR



?

- few safety research studies have been conducted to answer this question, but we do know that:
 - wide curb lanes promote the integration of cyclists into normal traffic flow
 - bicycle lanes may encourage cycling by less experienced cyclists
 - bicycle lanes may be blocked by buses and/or parked vehicles



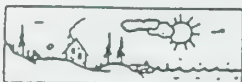
PEDESTRIAN FACILITIES **ON STONE CHURCH ROAD**

VISION 2020 - OBJECTIVES

- build sidewalks on both sides of the road
- ensure sidewalks are wide enough
- provide appropriate street lighting
- eliminate mountable curbs
- construct proper sidewalk ramps at crosswalks

LIMITATIONS

- Local Improvement Act requires the local municipality to construct sidewalks - the Cities of Hamilton and Stoney Creek
- property owners must pay for the construction of sidewalks
- property owners must clear sidewalks adjacent to their properties



The Environmental Assessment Act

Province of Ontario
Ministry of Environment and Energy

The Municipal Class EAs

Bulletin #1 In a series outlining the details of the new process

The Environmental Assessment Act

The *Environmental Assessment Act* (the EA Act) is a provincial act that affects the way in which provincial and municipal governments plan for and undertake certain types of activities and projects.

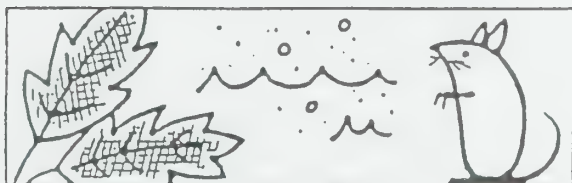
The purpose of the EA Act is:

... the betterment of the people of the whole or any part of Ontario by providing for the protection, conservation and wise management in Ontario of the environment.

The EA Act sets out a process that ensures the consideration of environmental impacts in the early planning stages of a project.

The EA Act uses a broad definition of the word "environment" that includes:

- air, land and water;
- plant and animal life;
- people;
- the social, economic and cultural conditions that influence the life of a person or community;
- buildings, structures, machines;
- any solid, liquid, gas, odour, heat, sound, vibration or radiation that is the result of human activity; and
- the relationships between these.



All projects undertaken by a provincial ministry, agency or public body are subject to the requirements of the EA Act, as are any municipal projects where significant impacts to the environment are anticipated.



Municipal Class Environmental Assessment Process

There are many projects which municipalities undertake on a repeated basis — such as road maintenance, new construction or repairs to sewage and water systems. These projects are subject to the EA Act, but because they occur frequently and their environmental effects are generally predictable, a municipality (the proponent) may complete a streamlined process and fulfil the requirements of the Act without submitting an individual environmental assessment for each project. This process is called a *Municipal Class Environmental Assessment* (Class EA).

Municipal Class EA projects fall under one of three categories (called schedules). The first, Schedule A, generally includes repairs and maintenance to existing facilities. The environmental impacts of these activities are usually minimal, and therefore these projects are pre-approved.

The second category, Schedule B, generally includes improvements and minor expansions to existing facilities. The impacts are usually moderate, but to ensure they are minimized, the proponent is required to identify the potential impacts ahead of time by consulting with those who may be affected, namely adjacent property owners, other members of the public, appropriate provincial government ministries and agencies, and public interest groups. The municipality (proponent) must provide a minimum of two points of contact with the public during the planning process, and may proceed only after it has addressed the concerns raised during their consultations.

Do you have any questions or comments:
For more information about the *Environmental Assessment Act* or
the *Municipal Class Environmental Assessment Process*, please send this tear-
off to:

Ontario Ministry of Environment and Energy
Environmental Assessment Branch
250 Davisville Avenue, 5th floor
Toronto Ontario M4S 2H2



comments

name

street

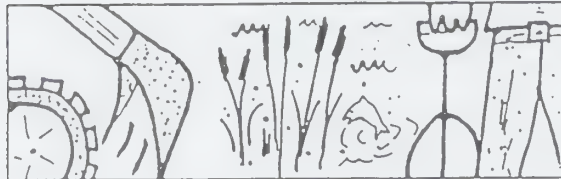
city/town

postal code

New Construction: 5 step plan

Schedule C projects generally include the construction of new facilities (like sewage treatment plants) and must follow a five step planning process.

- 1 Identify the problem.
- 2 Examine alternative solutions to the problems and the new environmental impacts of each, consult with the public, and identify the best solution.
- 3 Examine alternative designs for the preferred solution and the net environmental effects of each, consult with the public, and determine the best design.
- 4 Document the process in an *Environmental Study Report* (ESR), including measures to protect the environment, and allow 30 days for the public to comment.
- 5 Monitor the construction and operation of the project to ensure the environment is protected as proposed in the ESR.



"Bump-up" Requests

Although a project may be eligible for this streamlined process, there is a provision built in to the *Municipal Class Environmental Assessment Process* that permits the Minister to require submission of an individual environmental assessment for Schedule B and C projects. This is called a "bump-up," and members of the public may request one during the 30-day public review period if they think the Class EA process has been inadequate. The Minister must respond to this request within 66 days.

In July of 1993, the Class EA documents that outline the process were amended. The documents have been amended to be more 'user-friendly', and include:

- an expanded glossary;
- clearer instructions on how to determine the appropriate schedule for projects;
- a more detailed description of the five planning phases required by projects that fall under Schedule C;
- the benefits of preparing master plans as a more efficient and effective means of meeting the requirements of the EA Act, and facilitating planning according to the EA principles.
- under what circumstances the private sector is subject to Class EA requirements.
- the benefits of concurrent land use and environmental planning.

Another change to the Class EA schedules is that they now include water management structures and greater detail on stormwater projects, which were previously covered under the *Association of Conservation Authorities Class EA*.

In some cases the design and construction of new municipal servicing infrastructure (roads or treatment facilities in new subdivisions, for example) is carried out by a private developer. Normally the private sector is not subject to the requirements of the EA Act. All projects that are listed as Schedule C must complete the appropriate planning process, regardless of whether they are undertaken by a municipality or a private developer.

If you have any questions or comments, or would like more information, please mail the above tear-off form to:

Ontario Ministry of Environment and Energy
Environmental Assessment Branch
250 Davisville Avenue, 5th floor
Toronto, Ontario M4S 2H2
(416) 440-3450

CLASS ENVIRONMENTAL ASSESSMENT

for the

RECONSTRUCTION OF STONE CHURCH ROAD

from GARTH STREET
to UPPER MOUNT ALBION ROAD

PUBLIC INFORMATION CENTRE #1

November 29 & December 2, 1993

COMMENT SHEET

FILE NO. _____	
LETTER NO. <u>12-30-02</u>	
PROJECT OFFICE	
DEC 30 1993	
DIRECTOR	APPROVED BY
MAN. ENG.	FILED TO
PROJ. ENG.	PLANNER <u>[Signature]</u>
PMS	FILED BY

How did you find out about the public information centre?

- | | |
|---|--|
| ☐ Brochure | ☐ Friends |
| ☐ Newspaper | ☒ Other <u>Notice From The</u> |
| ☐ Cable television | <u>Office of The Alderman</u> |

Did the information centre and staff help you understand more about the project?

- ☒ Yes
- ☐ No Please explain _____

Did the information package help you understand more about the project?

- ☒ Yes
- ☐ No Please explain _____

I am interested in this project because I am:

- ☒ a resident on or near Stone Church Road
- ☐ an owner of a business on or near Stone Church Road
- ☐ a person who uses Stone Church Road for transportation but does not live or work nearby
- ☐ other _____

I am interested in this project because I am a (check as many that apply):

- ☒ motorist
- ☒ pedestrian
- ☒ cyclist
- ☐ other _____

Please indicate the issues that are important to you:

☒ Ability to walk along or to cross Stone Church Road safely

Reasons: Walking is a part of my family's exercise program for keeping fit.

☒ Ability to ride a bicycle safely on the road

Reasons: My son rides his bicycle to keep fit.

☒ Location and number of bus stops

Reasons: The location of bus stops would encourage us to take the bus downtown.

☒ Safety of school children walking along or crossing Stone Church Road

Reasons: _____

Location of Concern: Between Upper Wellington and Upper James Street.

☒ Safety of senior citizens walking along or crossing Stone Church Road

Reasons: _____

Location of Concern: Corner of Upper Wellington and Stone Church Road East and West from that corner.

Please indicate the bicycle route alternative that you prefer:

* ☒ A lane marked specifically for bicycles (designated lanes)

* ☒ A lane where bicycles and motorized vehicles share a wide curb lane (shared-use lane)

☐ Other _____

Reasons: * I would prefer the kind of lane that has proven to be the safest.

The Region prefers to reconstruct and widen Stone Church Road with curbs (3 or 4 lanes) for the entire length from Garth Street to Upper Mount Albion Road. Please comment below.

If Stone Church Road would no longer be designated a Truck Route, three lanes would maintain the residential character of the road and at the same time be adequate to safely handle bicycle and vehicle traffic. I do not believe truck and bicycle traffic are a good safe ^{compatible} mixture of Traffic for

CLASS ENVIRONMENTAL ASSESSMENT

for the

RECONSTRUCTION OF STONE CHURCH ROAD

from GARTH STREET
to UPPER MOUNT ALBION ROAD

PUBLIC INFORMATION CENTRE #1

November 29 & December 2, 1993

COMMENT SHEET

How did you find out about the public information centre?

- | | |
|---|---|
| ☐ Brochure | ☒ Friends |
| ☐ Newspaper | ☐ Other _____ |
| ☐ Cable television | |

Did the information centre and staff help you understand more about the project?

- ☒ Yes
- ☐ No Please explain _____
- _____

Did the information package help you understand more about the project?

- ☒ Yes
- ☐ No Please explain _____
- _____

I am interested in this project because I am:

- ☒ a resident on or near Stone Church Road
- ☐ an owner of a business on or near Stone Church Road
- ☐ a person who uses Stone Church Road for transportation but does not live or work nearby
- ☐ other _____

I am interested in this project because I am a (check as many that apply):

- ☒ motorist
- ☒ pedestrian
- ☒ cyclist
- ☐ other _____

If, after this Information Centre, the Region decides to proceed with a road widening, the next stage in the project will be to choose between a 3 lane and a 4 lane widening. The following criteria will be used to compare the two options and will assist the Region in deciding which option to choose.

Please circle the criteria that you feel are most important for evaluating the alternative designs (3 lanes or 4 lanes):

Social

maintenance of residential character

historical resources

amount of property to be acquired by Region

Economic

construction costs

maintenance costs

area businesses and services

Natural/Physical

trees

water quantity

landfill site

Conservation Area

Transportation

pedestrian safety (walking along or crossing the road)

safe cycling provisions

efficient travel for vehicles/motorists

provision of standard road lane widths

Any others?

General Comments: If Stone Church Road is to
maintain its residential character then
it must no longer be designated as a
truck route. In the design of new
cities or reconstruction of older cities, the
truck traffic is routed through the
industrial areas, on to highways or
onto by-pass roads away from residential
areas. All designated highways on the
mountain along with the East West Mountain
Expressway should be truck routes.

Please indicate the issues that are important to you:

☒ Ability to walk along or to cross Stone Church Road safely

Reasons: _____

☒ Ability to ride a bicycle safely on the road

Reasons: _____

☒ Location and number of bus stops

Reasons: _____

☐ Safety of school children walking along or crossing Stone Church Road

Reasons: _____

Location of Concern: _____

☐ Safety of senior citizens walking along or crossing Stone Church Road

Reasons: _____

Location of Concern: _____

Please indicate the bicycle route alternative that you prefer:

☐ A lane marked specifically for bicycles (designated lanes)

☐ A lane where bicycles and motorized vehicles share a wide curb lane (shared-use lane)

☐ Other _____

Reasons: _____

The Region prefers to reconstruct and widen Stone Church Road with curbs (3 or 4 lanes) for the entire length from Garth Street to Upper Mount Albion Road. Please comment below.

If, after this Information Centre, the Region decides to proceed with a road widening, the next stage in the project will be to choose between a 3 lane and a 4 lane widening. The following criteria will be used to compare the two options and will assist the Region in deciding which option to choose.

Please circle the criteria that you feel are most important for evaluating the alternative designs (3 lanes or 4 lanes):

Social

maintenance of residential character
historical resources
amount of property to be acquired by Region

Economic

construction costs
maintenance costs
area businesses and services

Natural/Physical

trees
water quantity
landfill site
Conservation Area

Transportation

pedestrian safety (walking along or crossing the road)
safe cycling provisions
efficient travel for vehicles/motorists
provision of standard road lane widths

Any others?

General Comments: _____

CLASS ENVIRONMENTAL ASSESSMENT

for the

RECONSTRUCTION OF STONE CHURCH ROAD

from GARTH STREET
to UPPER MOUNT ALBION ROAD

PUBLIC INFORMATION CENTRE #1
November 29 & December 2, 1993

COMMENT SHEET

How did you find out about the public information centre?

- | | |
|--|--------------------------------------|
| ☒ Brochure | ☐ Friends |
| ☐ Newspaper | ☐ Other _____ |
| ☐ Cable television | |

Did the information centre and staff help you understand more about the project?

- ☒ Yes
- ☐ No Please explain _____

Did the information package help you understand more about the project?

- ☒ Yes
- ☐ No Please explain Didn't read it (yet.)

I am interested in this project because I am:

- ☐ a resident on or near Stone Church Road
- ☐ an owner of a business on or near Stone Church Road
- ☐ a person who uses Stone Church Road for transportation but does not live or work nearby
- ☒ other a person who uses Stone Church and lives nearby.

I am interested in this project because I am a (check as many that apply):

- ☒ motorist
- ☐ pedestrian
- ☐ cyclist
- ☒ other my kids may need to travel that way in the future to school

Please indicate the issues that are important to you:

☒ Ability to walk along or to cross Stone Church Road safely

Reasons: my kids may have to go that way
to school

☒ Ability to ride a bicycle safely on the road

Reasons: as my kids get older they may want
to ride bike to school

☐ Location and number of bus stops

Reasons: _____

☒ Safety of school children walking along or crossing Stone Church Road

Reasons: They are my kids.

Location of Concern: GAGE : Stone church.

☐ Safety of senior citizens walking along or crossing Stone Church Road

Reasons: _____

Location of Concern: _____

Please indicate the bicycle route alternative that you prefer:

☐ A lane marked specifically for bicycles (designated lanes)

☐ A lane where bicycles and motorized vehicles share a wide curb lane (shared-use lane)

☒ Other ~~to~~ Separate lane

Reasons: Cars: Bikes don't mix - I would like to
see something like "Double sidewalk - one for bikes
- one for people

The Region prefers to reconstruct and widen Stone Church Road with curbs (3 or 4 lanes) for the entire length from Garth Street to Upper Mount Albion Road. Please comment below.

minimum 3 lanes. I like the
center turning lane idea.

If, after this Information Centre, the Region decides to proceed with a road widening, the next stage in the project will be to choose between a 3 lane and a 4 lane widening. The following criteria will be used to compare the two options and will assist the Region in deciding which option to choose.

Please circle the criteria that you feel are most important for evaluating the alternative designs (3 lanes or 4 lanes):

Social

maintenance of residential character
historical resources
amount of property to be acquired by Region

Economic

construction costs
maintenance costs
area businesses and services

Natural/Physical

trees
water quantity
landfill site
Conservation Area

Transportation

pedestrian safety (walking along or crossing the road)
safe cycling provisions
efficient travel for vehicles/motorists
provision of standard road lane widths

Any others?

General Comments: This should have been done
years ago. Hurry up and get it
done and then put sidewalks
down Upper Gage and all other
major roads in the area. Its
a shame that this area was allowed
to be built up without any concern
for pedestrians etc especially on the
major roadways where it is
most needed.

x

CLASS ENVIRONMENTAL ASSESSMENT

for the

RECONSTRUCTION OF STONE CHURCH ROAD

from GARTH STREET
to UPPER MOUNT ALBION ROAD

PUBLIC INFORMATION CENTRE #1

November 29 & December 2, 1993

COMMENT SHEET

How did you find out about the public information centre?

- | | |
|--|--------------------------------------|
| ☒ Brochure | ☐ Friends |
| ☐ Newspaper | ☐ Other _____ |
| ☐ Cable television | |

Did the information centre and staff help you understand more about the project?

- ☐ Yes
- ☐ No Please explain _____
- _____

Did the information package help you understand more about the project?

- ☒ Yes
- ☐ No Please explain _____
- _____

I am interested in this project because I am:

- ☒ a resident on or near Stone Church Road
- ☐ an owner of a business on or near Stone Church Road
- ☐ a person who uses Stone Church Road for transportation but does not live or work nearby
- ☐ other _____

I am interested in this project because I am a (check as many that apply):

- ☒ motorist
- ☐ pedestrian
- ☐ cyclist
- ☐ other _____

Please indicate the issues that are important to you:

☒ Ability to walk along or to cross Stone Church Road safely

Reasons: Ability to walk along the road.

☐ Ability to ride a bicycle safely on the road

Reasons: _____

☐ Location and number of bus stops

Reasons: They should have the bus going right through Stone Church Road

☒ Safety of school children walking along or crossing Stone Church Road

Reasons: _____

Location of Concern: _____

☒ Safety of senior citizens walking along or crossing Stone Church Road

Reasons: _____

Location of Concern: _____

Please indicate the bicycle route alternative that you prefer:

☐ A lane marked specifically for bicycles (designated lanes)

☐ A lane where bicycles and motorized vehicles share a wide curb lane (shared-use lane)

☐ Other _____

Reasons: _____

The Region prefers to reconstruct and widen Stone Church Road with curbs (3 or 4 lanes) for the entire length from Garth Street to Upper Mount Albion Road. Please comment below.

I do think it's a good idea to widen stone church road because of the traffic during the day. They should plant new trees as well for the appearance. The side walks should be placed as well for the safety of the people, and a nice appearance to the city.

If, after this Information Centre, the Region decides to proceed with a road widening, the next stage in the project will be to choose between a 3 lane and a 4 lane widening. The following criteria will be used to compare the two options and will assist the Region in deciding which option to choose.

Please circle the criteria that you feel are most important for evaluating the alternative designs (3 lanes or 4 lanes):

Social

maintenance of residential character

historical resources

amount of property to be acquired by Region

Economic

construction costs

maintenance costs

area businesses and services

Natural/Physical

trees

water quantity

landfill site

Conservation Area

Transportation

pedestrian safety (walking along or crossing the road)

safe cycling provisions

efficient travel for vehicles/motorists

provision of standard road lane widths

Any others?

General Comments:

To do this as soon as possible.

CLASS ENVIRONMENTAL ASSESSMENT

for the

RECONSTRUCTION OF STONE CHURCH ROAD

from GARTH STREET
to UPPER MOUNT ALBION ROAD

PUBLIC INFORMATION CENTRE #1

November 29 & December 2, 1993

COMMENT SHEET

How did you find out about the public information centre?

- ☒ Brochure ☐ Friends
☐ Newspaper ☐ Other _____
☐ Cable television

Did the information centre and staff help you understand more about the project?

- ☒ Yes
☐ No Please explain FOUND OUT WHAT THEY HAD
IN MIND

Did the information package help you understand more about the project?

- ☒ Yes
☐ No Please explain FOUND OUT ABOUT BICYCLE
ROUTE ALTERNATIVES, TIME FRAME ETC.

I am interested in this project because I am:

- ☒ a resident on or near Stone Church Road
☐ an owner of a business on or near Stone Church Road
☐ a person who uses Stone Church Road for transportation but does not live or work nearby
☐ other _____

I am interested in this project because I am a (check as many that apply):

- ☒ motorist
☒ pedestrian
☒ cyclist
☐ other would like to see cycling encouraged
instead of cars for short trips

Please indicate the issues that are important to you:

☒ Ability to walk along or to cross Stone Church Road safely

Reasons: CHILDREN GOING TO SCHOOL NEED TO
CROSS THE STREET SAFELY

☒ Ability to ride a bicycle safely on the road

Reasons: I WOULD CYCLE MORE AND NOT USE A
CAR MORE OFTEN IF BIKE LANES WERE AVAILABLE

☐ Location and number of bus stops

Reasons: ONLY IF FOUND THERE WAS ENOUGH
OF A FALL FOR THEM

☒ Safety of school children walking along or crossing Stone Church Road

Reasons: VERY IMPORTANT

Location of Concern: UPPER SHERMAN

☒ Safety of senior citizens walking along or crossing Stone Church Road

Reasons: OLD AGE HOMES ARE IN THE AREA
SO ARE CHURCHES

Location of Concern: _____

Please indicate the bicycle route alternative that you prefer:

☒ A lane marked specifically for bicycles (designated lanes)

☐ A lane where bicycles and motorized vehicles share a wide curb lane (shared-use lane)

☐ Other _____

Reasons: CARS NEED TO REALIZE THEY HAVE TO
SHARE THE ROAD

The Region prefers to reconstruct and widen Stone Church Road with curbs (3 or 4 lanes) for the entire length from Garth Street to Upper Mount Albion Road. Please comment below.

I WOULD LIKE TO SEE STONE CHURCH REMAIN
2 LANES WHERE IT IS 2 LANES NOW
3 LANES AT MAJOR INTERSECTIONS AND
3 LANES WHERE IT IS NOW 4 LANES.
A WIDER 2 LANES FOR BICYCLES AND
CURBS & DITCHES IS GOOD. RESIDENTIAL
SHOULD BE PRIORITY AND EAST WEST
TRAFFIC SHOULD BE ENCOURAGED ON HY 5

If, after this Information Centre, the Region decides to proceed with a road widening, the next stage in the project will be to choose between a 3 lane and a 4 lane widening. The following criteria will be used to compare the two options and will assist the Region in deciding which option to choose.

2 LANES 3 WHERE THERE ARE 4 NOW
IS MUCH PREFERRED

Please circle the criteria that you feel are most important for evaluating the alternative designs (3 lanes or 4 lanes):

Social

XXX

maintenance of residential character

historical resources

amount of property to be acquired by Region

Economic

construction costs

maintenance costs

area businesses and services

Natural/Physical

trees

water quantity

landfill site

Conservation Area

Transportation

pedestrian safety (walking along or crossing the road)

safe cycling provisions

efficient travel for vehicles/motorists

provision of standard road lane widths

Any others?

General Comments: CYCLING AND ENVIRONMENT SHOULD

BE CONSIDERED FOR THE FUTURE & NOT

CARS. TRUCKS SHOULD BE DIRECTED

TO # 53. 4 LANES WOULD JUST

ENCOURAGE SPEED AND TRAFFIC.

4 LANES ARE NOT NEEDED WITH

THE EXPRESSWAY GOING IN.

CLASS ENVIRONMENTAL ASSESSMENT

for the

RECONSTRUCTION OF STONE CHURCH ROAD

from GARTH STREET
to UPPER MOUNT ALBION ROAD

PUBLIC INFORMATION CENTRE #1

November 29 & December 2, 1993

COMMENT SHEET

How did you find out about the public information centre?

- | | |
|--|--------------------------------------|
| ☒ Brochure | ☐ Friends |
| ☐ Newspaper | ☐ Other _____ |
| ☐ Cable television | |

Did the information centre and staff help you understand more about the project?

- ☒ Yes
- ☐ No Please explain _____
- _____

Did the information package help you understand more about the project?

- ☒ Yes
- ☐ No Please explain _____
- _____

I am interested in this project because I am:

- ☒ a resident on or near Stone Church Road
- ☐ an owner of a business on or near Stone Church Road
- ☐ a person who uses Stone Church Road for transportation but does not live or work nearby
- ☐ other _____

I am interested in this project because I am a (check as many that apply):

- ☒ motorist
- ☐ pedestrian
- ☐ cyclist
- ☐ other _____

If, after this Information Centre, the Region decides to proceed with a road widening, the next stage in the project will be to choose between a 3 lane and a 4 lane widening. The following criteria will be used to compare the two options and will assist the Region in deciding which option to choose.

Please circle the criteria that you feel are most important for evaluating the alternative designs (3 lanes or 4 lanes):

Social

maintenance of residential character
historical resources
amount of property to be acquired by Region

Economic

construction costs
maintenance costs
area businesses and services

Natural/Physical

trees
water quantity
landfill site
Conservation Area

Transportation

pedestrian safety (walking along or crossing the road)
safe cycling provisions
efficient travel for vehicles/motorists
provision of standard road lane widths

Any others?

General Comments: _____

The H5K bus stop at Downer + Upper Sage
on the west side is poorly located. Because
of the ditch passengers are in danger of falling
into the ditch or under the wheels of the bus
when getting off. - It should be moved to
a safer location or some re-construction
done to make the present bus stop safer.

Please indicate the issues that are important to you:

☐ Ability to walk along or to cross Stone Church Road safely

Reasons: _____

☐ Ability to ride a bicycle safely on the road

Reasons: _____

☐ Location and number of bus stops

Reasons: _____

☒ Safety of school children walking along or crossing Stone Church Road

Reasons: Students going to St. Jean de Brebeuf

walking between cliffers store + cliffers Sheds on

Location of Concern: Stone Church

☐ Safety of senior citizens walking along or crossing Stone Church Road

Reasons: _____

Location of Concern: _____

Please indicate the bicycle route alternative that you prefer:

☐ A lane marked specifically for bicycles (designated lanes)

☒ A lane where bicycles and motorized vehicles share a wide curb lane (shared-use lane)

☐ Other _____

Reasons: _____

The Region prefers to reconstruct and widen Stone Church Road with curbs (3 or 4 lanes) for the entire length from Garth Street to Upper Mount Albion Road. Please comment below.

4 lanes required due to volume of traffic.

7

CLASS ENVIRONMENTAL ASSESSMENT

for the

RECONSTRUCTION OF STONE CHURCH ROAD

from GARTH STREET
to UPPER MOUNT ALBION ROAD

PUBLIC INFORMATION CENTRE #1
November 29 & December 2, 1993

COMMENT SHEET

How did you find out about the public information centre?

- | | |
|--|--------------------------------------|
| ☒ Brochure | ☐ Friends |
| ☐ Newspaper | ☐ Other _____ |
| ☐ Cable television | |

Did the information centre and staff help you understand more about the project?

- ☒ Yes
- ☐ No Please explain _____
- _____

Did the information package help you understand more about the project?

- ☐ Yes
- ☐ No Please explain Have not read it thoroughly
- _____

I am interested in this project because I am:

- ☐ a resident on or near Stone Church Road
- ☐ an owner of a business on or near Stone Church Road
- ☐ a person who uses Stone Church Road for transportation but does not live or work nearby
- ☒ other Pastor of a church on Stonechurch Rd
(The Salvation Army)

I am interested in this project because I am a (check as many that apply):

- ☒ motorist
- ☒ pedestrian
- ☐ cyclist
- ☐ other _____

Please indicate the issues that are important to you:

☒ Ability to walk along or to cross Stone Church Road safely

Reasons: _____

☐ Ability to ride a bicycle safely on the road

Reasons: _____

☒ Location and number of bus stops

Reasons: availability for our congregations - but
do not want a bus stop right in front of
church (835 Stonechurch Rd E).

☐ Safety of school children walking along or crossing Stone Church Road

Reasons: _____

Location of Concern: _____

☒ Safety of senior citizens walking along or crossing Stone Church Road

Reasons: a number of seniors will be accessing
our building & our programs.

Location of Concern: 835 Stonechurch Rd E.

Please indicate the bicycle route alternative that you prefer:

☒ A lane marked specifically for bicycles (designated lanes)

☐ A lane where bicycles and motorized vehicles share a wide curb lane (shared-use lane)

☐ Other _____

Reasons: _____

The Region prefers to reconstruct and widen Stone Church Road with curbs (3 or 4 lanes) for the entire length from Garth Street to Upper Mount Albion Road. Please comment below.

I feel that the three lanes with a
continuous turning lanes all the
way along.

If, after this Information Centre, the Region decides to proceed with a road widening, the next stage in the project will be to choose between a 3 lane and a 4 lane widening. The following criteria will be used to compare the two options and will assist the Region in deciding which option to choose.

Please circle the criteria that you feel are most important for evaluating the alternative designs (3 lanes or 4 lanes):

Social

maintenance of residential character
historical resources
amount of property to be acquired by Region

Economic

construction costs
maintenance costs
area businesses and services

Natural/Physical

trees
water quantity
landfill site
Conservation Area

Transportation

pedestrian safety (walking along or crossing the road)
safe cycling provisions
efficient travel for vehicles/motorists
provision of standard road lane widths

Any others?

General Comments: _____

8

CLASS ENVIRONMENTAL ASSESSMENT

for the

RECONSTRUCTION OF STONE CHURCH ROAD

from GARTH STREET
to UPPER MOUNT ALBION ROAD

PUBLIC INFORMATION CENTRE #1

November 29 & December 2, 1993

COMMENT SHEET

How did you find out about the public information centre?

- | | |
|--|--------------------------------------|
| ☒ Brochure | ☐ Friends |
| ☐ Newspaper | ☐ Other _____ |
| ☐ Cable television | |

Did the information centre and staff help you understand more about the project?

- ☒ Yes
- ☐ No Please explain _____
- _____

Did the information package help you understand more about the project?

- ☒ Yes
- ☐ No Please explain _____
- _____

I am interested in this project because I am:

- ☒ a resident on or near Stone Church Road
- ☐ an owner of a business on or near Stone Church Road
- ☐ a person who uses Stone Church Road for transportation but does not live or work nearby
- ☐ other _____

I am interested in this project because I am a (check as many that apply):

- ☒ motorist
- ☒ pedestrian
- ☒ cyclist
- ☐ other _____

Please indicate the issues that are important to you:

☒ Ability to walk along or to cross Stone Church Road safely

Reasons: children going to school in the area

☒ Ability to ride a bicycle safely on the road

Reasons: allow better access to recreation cycling routes in the area - see bridge trail

☐ Location and number of bus stops

Reasons: _____

☒ Safety of school children walking along or crossing Stone Church Road

Reasons: _____

Location of Concern: _____

☐ Safety of senior citizens walking along or crossing Stone Church Road

Reasons: _____

Location of Concern: _____

Please indicate the bicycle route alternative that you prefer:

☐ A lane marked specifically for bicycles (designated lanes)

☒ A lane where bicycles and motorized vehicles share a wide curb lane (shared-use lane)

☐ Other _____

Reasons: _____

The Region prefers to reconstruct and widen Stone Church Road with curbs (3 or 4 lanes) for the entire length from Garth Street to Upper Mount Albion Road. Please comment below.

In order to maintain the residential character of the area - maintaining 2 lanes is very much preferred - with expansion to 3 lanes - for a left turning lane constructed at the major cross roads - 2 lanes with shared use for bikes

If, after this Information Centre, the Region decides to proceed with a road widening, the next stage in the project will be to choose between a 3 lane and a 4 lane widening. The following criteria will be used to compare the two options and will assist the Region in deciding which option to choose.

would prefer 3 lanes only

Please circle the criteria that you feel are most important for evaluating the alternative designs (3 lanes or 4 lanes):

Social

maintenance of residential character
historical resources
amount of property to be acquired by Region

Economic

construction costs
maintenance costs
area businesses and services

Natural/Physical

trees
water quantity
landfill site
Conservation Area

Transportation

pedestrian safety (walking along or crossing the road)
safe cycling provisions
efficient travel for vehicles/motorists
provision of standard road lane widths

Any others?

General Comments:

I believe the most
important consideration should
be maintaining a residential
community - not a through
road for E/W traffic

CLASS ENVIRONMENTAL ASSESSMENT

for the

RECONSTRUCTION OF STONE CHURCH ROAD

from GARTH STREET
to UPPER MOUNT ALBION ROAD

PUBLIC INFORMATION CENTRE #1

November 29 & December 2, 1993

COMMENT SHEET

How did you find out about the public information centre?

- | | |
|--|--|
| ☒ Brochure | ☐ Friends |
| ☐ Newspaper | ☒ Other <u>City Hall</u> |
| ☐ Cable television | |

Did the information centre and staff help you understand more about the project?

- ☒ Yes
- ☐ No Please explain _____

Did the information package help you understand more about the project?

- ☒ Yes
- ☐ No Please explain _____

I am interested in this project because I am:

- ☒ a resident on or near Stone Church Road
- ☐ an owner of a business on or near Stone Church Road
- ☐ a person who uses Stone Church Road for transportation but does not live or work nearby
- ☐ other _____

I am interested in this project because I am a (check as many that apply):

- ☒ motorist
- ☒ pedestrian
- ☐ cyclist
- ☒ other concerned with children's safety

Please indicate the issues that are important to you:

☒ Ability to walk along or to cross Stone Church Road safely

Reasons: This is now not a possibility!

☒ Ability to ride a bicycle safely on the road

Reasons: Safe cycling for residents

☒ Location and number of bus stops

Reasons: Concern for fellow residents

☒ Safety of school children walking along or crossing Stone Church Road

Reasons: Presently unaddressed.
Upper Sherman + Stonechurch needs a stoplight + sidewalk

Location of Concern: Stonechurch between Upper Sherman + Upper Gage
*Norma Jean to Rambo

☒ Safety of senior citizens walking along or crossing Stone Church Road

Reasons: Concern for fellow residents

Location of Concern: between Upper Gage + Upper Sherman where there
are no sidewalks, the road is banked with stones which
become dangerous for safe walking and when cars
and buses shoot them up.

Please indicate the bicycle route alternative that you prefer:

☒ A lane marked specifically for bicycles (designated lanes)

☐ A lane where bicycles and motorized vehicles share a wide curb lane (shared-use lane)

☐ Other _____

Reasons: _____

The Region prefers to reconstruct and widen Stone Church Road with curbs (3 or 4 lanes) for the entire length from Garth Street to Upper Mount Albion Road. Please comment below.

Widening the road would not improve the
safety of residents, my number #1 concern!
lets improve the road for the use of the
resident taxpayers and not through traffic.
"DO NOT WIDEN"

If, after this Information Centre, the Region decides to proceed with a road widening, the next stage in the project will be to choose between a 3 lane and a 4 lane widening. The following criteria will be used to compare the two options and will assist the Region in deciding which option to choose.

Please circle the criteria that you feel are most important for evaluating the alternative designs (3 lanes or 4 lanes):

Social

maintenance of residential character
historical resources
amount of property to be acquired by Region

 Economic

construction costs
maintenance costs
area businesses and services

Natural/Physical

trees
water quantity
landfill site
Conservation Area

Transportation

☒ pedestrian safety (walking along or crossing the road)
safe cycling provisions
efficient travel for vehicles/motorists
provision of standard road lane widths

Any others?

General Comments: The majority of Stonechurch is
flanked on both sides by residential
areas. When considering changes to the
road, this should be the area to
satisfy!

CLASS ENVIRONMENTAL ASSESSMENT

for the

RECONSTRUCTION OF STONE CHURCH ROAD

from GARTH STREET
to UPPER MOUNT ALBION ROAD

PUBLIC INFORMATION CENTRE #1

November 29 & December 2, 1993

COMMENT SHEET

How did you find out about the public information centre?

- | | |
|---|--------------------------------------|
| ☐ Brochure | ☐ Friends |
| ☒ Newspaper | ☐ Other _____ |
| ☐ Cable television | |

Did the information centre and staff help you understand more about the project?

- ☒ Yes
- ☐ No Please explain _____

Did the information package help you understand more about the project?

- ☒ Yes
- ☐ No Please explain _____

I am interested in this project because I am:

- ☐ a resident on or near Stone Church Road
- ☐ an owner of a business on or near Stone Church Road
- ☐ a person who uses Stone Church Road for transportation but does not live or work nearby *live near by for 33 years*
- ☐ other _____

I am interested in this project because I am a (check as many that apply):

- ☒ motorist
- ☒ pedestrian
- ☒ cyclist
- ☐ other _____

Please indicate the issues that are important to you:

☐ Ability to walk along or to cross Stone Church Road safely

Reasons: _____

☐ Ability to ride a bicycle safely on the road

Reasons: just ride on the soft shoulder
like people do now

☐ Location and number of bus stops

Reasons: _____

☐ Safety of school children walking along or crossing Stone Church Road

Reasons: more stop lights

Location of Concern: _____

☐ Safety of senior citizens walking along or crossing Stone Church Road

Reasons: _____

Location of Concern: _____

Please indicate the bicycle route alternative that you prefer:

☐ A lane marked specifically for bicycles (designated lanes)

☐ A lane where bicycles and motorized vehicles share a wide curb lane (shared-use lane)

☐ Other _____

Reasons: _____

The Region prefers to reconstruct and widen Stone Church Road with curbs (3 or 4 lanes) for the entire length from Garth Street to Upper Mount Albion Road. Please comment below.

Just pave it after 40 years of a country
road now with city traffic it needs
it.

If, after this Information Centre, the Region decides to proceed with a road widening, the next stage in the project will be to choose between a 3 lane and a 4 lane widening. The following criteria will be used to compare the two options and will assist the Region in deciding which option to choose.

Please circle the criteria that you feel are most important for evaluating the alternative designs (3 lanes or 4 lanes):

Social

maintenance of residential character
historical resources
amount of property to be acquired by Region

Economic

construction costs
maintenance costs
area businesses and services

Natural/Physical

trees
water quantity
landfill site
Conservation Area

Transportation

pedestrian safety (walking along or crossing the road)
safe cycling provisions
efficient travel for vehicles/motorists
provision of standard road lane widths

Any others?

General Comments:

you put houses on alone
church road which is like a
country road and of course people
are going to complain about it.

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| ☐ Newspaper | ☐ Other _____ |
| ☐ Cable television | |

Did the information centre and staff help you understand more about the project?

- ☒ Yes
- ☐ No Please explain _____

Did the information package help you understand more about the project?

- ☒ Yes
- ☐ No Please explain _____

I am interested in this project because I am:

- ☒ a resident on or near Stone Church Road
- ☐ an owner of a business on or near Stone Church Road
- ☐ a person who uses Stone Church Road for transportation but does not live or work nearby
- ☐ other _____

I am interested in this project because I am a (check as many that apply):

- ☒ motorist
- ☒ pedestrian
- ☐ cyclist
- ☐ other _____

Please indicate the issues that are important to you:

☐ Ability to walk along or to cross Stone Church Road safely

Reasons: _____

☐ Ability to ride a bicycle safely on the road

Reasons: _____

☐ Location and number of bus stops

Reasons: _____

☐ Safety of school children walking along or crossing Stone Church Road

Reasons: _____

Location of Concern: _____

☐ Safety of senior citizens walking along or crossing Stone Church Road

Reasons: _____

Location of Concern: _____

None
of these

Please indicate the bicycle route alternative that you prefer:

☐ A lane marked specifically for bicycles (designated lanes)

☐ A lane where bicycles and motorized vehicles share a wide curb lane (shared-use lane)

☐ Other We don't need this - we

Reasons: don't have a death wish
for our children

The Region prefers to reconstruct and widen Stone Church Road with curbs (3 or 4 lanes) for the entire length from Garth Street to Upper Mount Albion Road. Please comment below.

I don't want to live
on a race track - it is
difficult now!

If, after this Information Centre, the Region decides to proceed with a road widening, the next stage in the project will be to choose between a 3 lane and a 4 lane widening. The following criteria will be used to compare the two options and will assist the Region in deciding which option to choose.

Please circle the criteria that you feel are most important for evaluating the alternative designs (3 lanes or 4 lanes):

Social maintenance of residential character
 historical resources
 amount of property to be acquired by Region

Economic construction costs
 maintenance costs
 area businesses and services

Natural/Physical trees
 water quantity
 landfill site
 Conservation Area

Transportation pedestrian safety (walking along or crossing the road)
 safe cycling provisions
 efficient travel for vehicles/motorists
 provision of standard road lane widths

Any others?

General Comments: Repair, yes!
Maintain, yes
Why do we need an express way
and this too!

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November 29 & December 2, 1993

COMMENT SHEET

How did you find out about the public information centre?

- | | |
|---|--------------------------------------|
| ☐ Brochure | ☐ Friends |
| ☒ Newspaper | ☐ Other _____ |
| ☐ Cable television | |

Did the information centre and staff help you understand more about the project?

- ☒ Yes
- ☐ No Please explain STATUS OF PROJECT AND DETAILS
(EXAMPLE: WIDTH, CURBS OR SHOULDER, EXPECTED DATES OF CONSTRUCTION/COMPLETION)

Did the information package help you understand more about the project?

- ☒ Yes
- ☐ No Please explain HOW AND IF THIS PROJECT
RELATES TO THE RED HILL CRK. EXPRESSWAY

I am interested in this project because I am:

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- ☐ an owner of a business on or near Stone Church Road
- ☐ a person who uses Stone Church Road for transportation but does not live or work nearby
- ☐ other _____

I am interested in this project because I am a (check as many that apply):

- ☒ motorist
- ☒ pedestrian
- ☒ cyclist
- ☐ other _____

Please indicate the issues that are important to you:

☐ Ability to walk along or to cross Stone Church Road safely

Reasons: _____

☒ Ability to ride a bicycle safely on the road

Reasons: _____

☐ Location and number of bus stops

Reasons: _____

☐ Safety of school children walking along or crossing Stone Church Road

Reasons: _____

Location of Concern: _____

☐ Safety of senior citizens walking along or crossing Stone Church Road

Reasons: _____

Location of Concern: _____

Please indicate the bicycle route alternative that you prefer:

☒ A lane marked specifically for bicycles (designated lanes)

☐ A lane where bicycles and motorized vehicles share a wide curb lane (shared-use lane)

☐ Other _____

Reasons: _____

The Region prefers to reconstruct and widen Stone Church Road with curbs (3 or 4 lanes) for the entire length from Garth Street to Upper Mount Albion Road. Please comment below.

I WOULD HOPE THAT THIS PROJECT WOULD
AUGMENT THE FACILITATION OF TRAFFIC
FLOW IN CONNECTION WITH THE
COMPLETION OF THE RED HILL CREEK
EXPRESSWAY

If, after this Information Centre, the Region decides to proceed with a road widening, the next stage in the project will be to choose between a 3 lane and a 4 lane widening. The following criteria will be used to compare the two options and will assist the Region in deciding which option to choose.

Please circle the criteria that you feel are most important for evaluating the alternative designs (3 lanes or 4 lanes):

Social

maintenance of residential character

historical resources

amount of property to be acquired by Region

Economic

construction costs

maintenance costs

area businesses and services

Natural/Physical

trees

water quantity

landfill site

Conservation Area

Transportation

pedestrian safety (walking along or crossing the road)

safe cycling provisions

efficient travel for vehicles/motorists

provision of standard road lane widths

Any others?

General Comments: THE PLANNED RECONSTRUCTION
OF STONECHURCH RD. (AS PER THIS PUBLIC
MEETING) IS VITAL TO THE PROGRESS
OF THE PROXIMATE COMMUNITY. THE
REASONS FOR SUCH ARE TO ALLEVIATE
TRAFFIC CONGESTION ON THE MOUNTAIN
AND TO PREPARE FOR FUTURE RESIDENTIAL
EXPANSION SOUTH OF RYMAL RD.

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|--|--------------------------------------|
| ☒ Brochure | ☐ Friends |
| ☐ Newspaper | ☐ Other _____ |
| ☐ Cable television | |

Did the information centre and staff help you understand more about the project?

- ☒ Yes
- ☐ No Please explain _____
- _____

Did the information package help you understand more about the project?

- ☒ Yes
- ☐ No Please explain _____
- _____

I am interested in this project because I am:

- ☒ a resident on or near Stone Church Road
- ☐ an owner of a business on or near Stone Church Road
- ☐ a person who uses Stone Church Road for transportation but does not live or work nearby
- ☐ other _____

I am interested in this project because I am a (check as many that apply):

- ☒ motorist
- ☒ pedestrian
- ☒ cyclist
- ☐ other _____

Please indicate the issues that are important to you:

- ☒ Ability to walk along or to cross Stone Church Road safely

Reasons: I live at 614 Stone Church. 5 houses
to the East no sidewalk broken up. About 5 houses

- ☒ Ability to ride a bicycle safely on the road

Reasons: Up. My family
Don't ride on the road. To the West the same.
My mother over 90 yrs.
Cannot walk north

- ☐ Location and number of bus stops

Reasons: Up because of this had
sidewalk. Over 3 yrs like
this. Fix it please.

- ☒ Safety of school children walking along or crossing Stone Church Road

Reasons: need new sidewalk.

Location of Concern: _____

- ☒ Safety of senior citizens walking along or crossing Stone Church Road

Reasons: Already answered above.

Location of Concern: _____

Please indicate the bicycle route alternative that you prefer:

- ☐ A lane marked specifically for bicycles (designated lanes)

- ☒ A lane where bicycles and motorized vehicles share a wide curb lane (shared-use lane)

- ☐ Other _____

Reasons: _____

The Region prefers to reconstruct and widen Stone Church Road with curbs (3 or 4 lanes) for the entire length from Garth Street to Upper Mount Albion Road. Please comment below.

No way, Only 2 lane residential.

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Please circle the criteria that you feel are most important for evaluating the alternative designs (3 lanes or 4 lanes):

Social

maintenance of residential character
historical resources
amount of property to be acquired by Region

Economic

construction costs
maintenance costs
area businesses and services

Natural/Physical

trees
water quantity
landfill site
Conservation Area

Transportation

pedestrian safety (walking along or crossing the road)
safe cycling provisions
efficient travel for vehicles/motorists
provision of standard road lane widths

Any others?

General Comments: _____

CLASS ENVIRONMENTAL ASSESSMENT

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PUBLIC INFORMATION CENTRE #1

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COMMENT SHEET

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- | | |
|---|--------------------------------------|
| ☒ Brochure | ☐ Friends |
| ☒ Newspaper | ☐ Other _____ |
| ☐ Cable television | |

Did the information centre and staff help you understand more about the project?

- ☒ Yes
- ☐ No Please explain _____
- _____

Did the information package help you understand more about the project?

- ☐ Yes
- ☐ No Please explain _____
- _____

I am interested in this project because I am:

- ☒ a resident on or near Stone Church Road
- ☐ an owner of a business on or near Stone Church Road
- ☐ a person who uses Stone Church Road for transportation but does not live or work nearby
- ☐ other _____

I am interested in this project because I am a (check as many that apply):

- ☒ motorist
- ☒ pedestrian
- ☐ cyclist
- ☐ other _____

Please indicate the issues that are important to you:

☐ Ability to walk along or to cross Stone Church Road safely

Reasons: _____

☐ Ability to ride a bicycle safely on the road

Reasons: _____

☐ Location and number of bus-stops

Reasons: _____

☐ Safety of school children walking along or crossing Stone Church Road

Reasons: _____

Location of Concern: _____

☐ Safety of senior citizens walking along or crossing Stone Church Road

Reasons: _____

Location of Concern: _____

Please indicate the bicycle route alternative that you prefer:

☒ A lane marked specifically for bicycles (designated lanes)

☐ A lane where bicycles and motorized vehicles share a wide curb lane (shared-use lane)

☐ Other _____

Reasons: _____

The Region prefers to reconstruct and widen Stone Church Road with curbs (3 or 4 lanes) for the entire length from Garth Street to Upper Mount Albion Road. Please comment below.

If, after this Information Centre, the Region decides to proceed with a road widening, the next stage in the project will be to choose between a 3 lane and a 4 lane widening. The following criteria will be used to compare the two options and will assist the Region in deciding which option to choose.

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historical resources
amount of property to be acquired by Region

Economic

construction costs
maintenance costs
area businesses and services

Natural/Physical

trees
water quantity
landfill site
Conservation Area

Transportation

pedestrian safety (walking along or crossing the road)
safe cycling provisions
efficient travel for vehicles/motorists
provision of standard road lane widths

Any others?

5. Agree with need for bike lanes

General Comments: 1. Move the sidewalk between

Upper Ottawa and Upper Gage closer
to the road to accomodate residential
parking

2. Boulevards are uneven - different
from one side to the other - untidy
looking.

3. concrete sidewalks are deteriorating - in bad
condition. If have to rebuild sidewalks, build
new sidewalk closer to road.

4. Would like to see 4 lane section changed to

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- | | |
|--|--------------------------------------|
| ☒ Brochure | ☐ Friends |
| ☐ Newspaper | ☐ Other _____ |
| ☐ Cable television | |

Did the information centre and staff help you understand more about the project?

- ☒ Yes
- ☐ No Please explain sounds like decision already made
even though they say it's not

Did the information package help you understand more about the project?

- ☒ Yes
- ☐ No Please explain _____

I am interested in this project because I am:

- ☒ a resident on or near Stone Church Road
- ☐ an owner of a business on or near Stone Church Road
- ☐ a person who uses Stone Church Road for transportation but does not live or work nearby
- ☐ other _____

I am interested in this project because I am a (check as many that apply):

- ☒ motorist
- ☒ pedestrian
- ☒ cyclist
- ☐ other _____

Please indicate the issues that are important to you:

☒ Ability to walk along or to cross Stone Church Road safely

Reasons: I walk every day

☒ Ability to ride a bicycle safely on the road

Reasons: I bicycle often in favour of bicycle lanes

☐ Location and number of bus stops

Reasons: no buses on Stone Church

☐ Safety of school children walking along or crossing Stone Church Road

Reasons: _____

Location of Concern: _____

☒ Safety of senior citizens walking along or crossing Stone Church Road

Reasons: many senior homes in area & they walk daily - if widened will be too dangerous.

Location of Concern: Wellington & Stone Church

Please indicate the bicycle route alternative that you prefer:

☒ A lane marked specifically for bicycles (designated lanes)

☐ A lane where bicycles and motorized vehicles share a wide curb lane (shared-use lane)

☐ Other _____

Reasons: safer for bicyclists

^{we do not}
The Region prefers to reconstruct and widen Stone Church Road with curbs (3 or 4 lanes) for the entire length from Garth Street to Upper Mount Albion Road. Please comment below.

Definitely not needed - feel very strongly about this
because 1) too expensive for taxpayers & not needed as expansion
will be sufficient for traffic & Stone Church is residential
2) There's a daily problem now with speeding - it will only get
worse with 3/4 lanes & police refuse to monitor 3) many sen
in area who walk daily & it's very dangerous now - will
only get worse. 4) will lower the value of our home

The residents
should decide
we live there

Social

Economic

Natural/Physical

Transportation

Any others?

General Comments:

General Comments: *It proves from above, that the decision has been made - why didn't you give the other option of reconstructing the 2 lanes only.*

Have already sent a letter of protest to
Pan. Hubbard but from past experience we
know residents wishes are ignored.

We are planning to move if Stone Church gets widened -
we've signed petitions in the party, & we learned
cent but city Hall. about this

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| ☒ Brochure | ☐ Friends |
| ☐ Newspaper | ☐ Other _____ |
| ☐ Cable television | |

Did the information centre and staff help you understand more about the project?

- | | |
|---|----------------------|
| ☒ Yes | |
| ☐ No | Please explain _____ |

Did the information package help you understand more about the project?

- | | |
|---|----------------------|
| ☒ Yes | |
| ☐ No | Please explain _____ |

I am interested in this project because I am:

- | | |
|-------------------------------------|---|
| ☒ | a resident on or near Stone Church Road |
| ☐ | an owner of a business on or near Stone Church Road |
| ☐ | a person who uses Stone Church Road for transportation but does not live or work nearby |
| ☐ | other _____ |

I am interested in this project because I am a (check as many that apply):

- | | |
|-------------------------------------|-------------|
| ☒ | motorist |
| ☒ | pedestrian |
| ☐ | cyclist |
| ☐ | other _____ |

Please indicate the issues that are important to you:

☐ Ability to walk along or to cross Stone Church Road safely

Reasons: _____

☐ Ability to ride a bicycle safely on the road

Reasons: _____

☐ Location and number of bus stops

Reasons: _____

☐ Safety of school children walking along or crossing Stone Church Road

Reasons: _____

Location of Concern: _____

☐ Safety of senior citizens walking along or crossing Stone Church Road

Reasons: _____

Location of Concern: _____

Please indicate the bicycle route alternative that you prefer:

☐ A lane marked specifically for bicycles (designated lanes)

☐ A lane where bicycles and motorized vehicles share a wide curb lane (shared-use lane)

☐ Other _____

Reasons: _____

The Region prefers to reconstruct and widen Stone Church Road with curbs (3 or 4 lanes) for the entire length from Garth Street to Upper Mount Albion Road. Please comment below.

Prefer 3 lane not necessary to have 4 lanes. Red Hill Creek Cyp and 53 highway provide east west traffic capacity

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Please circle the criteria that you feel are most important for evaluating the alternative designs (3 lanes or 4 lanes):

Social

maintenance of residential character

historical resources

amount of property to be acquired by Region

Economic

construction costs

maintenance costs

area businesses and services

Natural/Physical

trees

water quantity

landfill site

Conservation Area

Transportation

pedestrian safety (walking along or crossing the road)

safe cycling provisions

efficient travel for vehicles/motorists

provision of standard road lane widths

Any others?

General Comments: _____

My property taxes have increased
47% since 1986 (to 1993) it is
out of control

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|--|--------------------------------------|
| ☒ Brochure | ☐ Friends |
| ☐ Newspaper | ☐ Other _____ |
| ☐ Cable television | |

Did the information centre and staff help you understand more about the project?

- ☐ Yes
- ☐ No Please explain _____
- _____

Did the information package help you understand more about the project?

- ☐ Yes
- ☐ No Please explain _____
- _____

I am interested in this project because I am:

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- ☐ an owner of a business on or near Stone Church Road
- ☐ a person who uses Stone Church Road for transportation but does not live or work nearby
- ☐ other _____

I am interested in this project because I am a (check as many that apply):

- ☒ motorist
- ☒ pedestrian
- ☒ cyclist
- ☐ other _____

Please indicate the issues that are important to you:

☒ Ability to walk along or to cross Stone Church Road safely

Reasons: Don't want to get hit

☒ Ability to ride a bicycle safely on the road

Reasons: Don't want to get hit

☐ Location and number of bus stops

Reasons: _____

☐ Safety of school children walking along or crossing Stone Church Road

Reasons: _____

Location of Concern: _____

☒ Safety of senior citizens walking along or crossing Stone Church Road

Reasons: A number of Sr Homes along Stone Church

Location of Concern: _____

Please indicate the bicycle route alternative that you prefer:

☐ A lane marked specifically for bicycles (designated lanes)

☒ A lane where bicycles and motorized vehicles share a wide curb lane (shared-use lane)

☐ Other _____

Reasons: City of London

The Region prefers to reconstruct and widen Stone Church Road with curbs (3 or 4 lanes) for the entire length from Garth Street to Upper Mount Albion Road. Please comment below.

With the proposed Xpress Way is 4 lanes
really necessary? Then again, if you're going to
go for it, you may as well make four lanes!

If, after this Information Centre, the Region decides to proceed with a road widening, the next stage in the project will be to choose between a 3 lane and a 4 lane widening. The following criteria will be used to compare the two options and will assist the Region in deciding which option to choose.

Please circle the criteria that you feel are most important for evaluating the alternative designs (3 lanes or 4 lanes):

Social

maintenance of residential character
historical resources
amount of property to be acquired by Region

Economic

construction costs
maintenance costs
area businesses and services

Natural/Physical 2

trees
water quantity
landfill site
Conservation Area

Transportation 1

pedestrian safety (walking along or crossing the road)
safe cycling provisions
efficient travel for vehicles/motorists
provision of standard road lane widths

Any others?

General Comments: How much does this survey cost us as
taxpayers - that is: time to make up + print + send
original brochure; time for public meetings, etc.
Any dollar figures you can throw on this?

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|---|--------------------------------------|
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| ☐ Newspaper | ☐ Other _____ |
| ☐ Cable television | |

Did the information centre and staff help you understand more about the project?

- ☒ Yes
- ☐ No Please explain _____

Did the information package help you understand more about the project?

- ☒ Yes
- ☐ No Please explain _____

I am interested in this project because I am:

- ☒ a resident on or near Stone Church Road
- ☐ an owner of a business on or near Stone Church Road
- ☐ a person who uses Stone Church Road for transportation but does not live or work nearby
- ☐ other _____

I am interested in this project because I am a (check as many that apply):

- ☒ motorist
- ☒ pedestrian
- ☐ cyclist
- ☐ other _____

Please indicate the issues that are important to you:

☒ Ability to walk along or to cross Stone Church Road safely

Reasons: _____

☒ Ability to ride a bicycle safely on the road

Reasons: Most bicycles ride on cement sidewalk on south side

☐ Location and number of bus stops

Reasons: Bus stop at Stone Church & Brigade would help. Too far to Wellington at Haverhill

☐ Safety of school children walking along or crossing Stone Church Road

Reasons: _____

Location of Concern: _____

☒ Safety of senior citizens walking along or crossing Stone Church Road

Reasons: His don't walk on asphalt sidewalks they cross road to walk on cement sidewalks

Location of Concern: South side in order to push wheel chairs etc. & ride motorized chairs

Please indicate the bicycle route alternative that you prefer:

☒ or ☐ A lane marked specifically for bicycles (designated lanes)

☒ A lane where bicycles and motorized vehicles share a wide curb lane (shared-use lane)

☐ Other _____

Reasons: Bicycles are riding on cement sidewalk on south side. I almost got hit

The Region prefers to reconstruct and widen Stone Church Road with curbs (3 or 4 lanes) for the entire length from Garth Street to Upper Mount Albion Road. Please comment below.

Fire trucks & ambulances speed down or up Stone Church. No room for cars to pull over. At least 1000s of traffic is backed up from Haverhill to Brigade. School buses need more room. The patches are unsightly & awful to cut with the snow.

We need a wider road & 2 cement sidewalks. If they cut off Fairview at the end etc.

If, after this Information Centre, the Region decides to proceed with a road widening, the next stage in the project will be to choose between a 3 lane and a 4 lane widening. The following criteria will be used to compare the two options and will assist the Region in deciding which option to choose.

Please circle the criteria that you feel are most important for evaluating the alternative designs (3 lanes or 4 lanes):

Social maintenance of residential character
 historical resources
 amount of property to be acquired by Region

Economic construction costs
 maintenance costs
 area businesses and services

Natural/Physical trees
 water quantity
 landfill site
 Conservation Area

Transportation pedestrian safety (walking along or crossing the road)
 safe cycling provisions
 efficient travel for vehicles/motorists
 provision of standard road lane widths

Any others?

General Comments: _____

CLASS ENVIRONMENTAL ASSESSMENT

for the

RECONSTRUCTION OF STONE CHURCH ROAD

from GARTH STREET
to UPPER MOUNT ALBION ROAD

PUBLIC INFORMATION CENTRE #1

November 29 & December 2, 1993

COMMENT SHEET

How did you find out about the public information centre?

- ☐ Brochure ☐ Friends
☐ Newspaper ☒ Other notice in mail
☐ Cable television

Did the information centre and staff help you understand more about the project?

- ☒ Yes
☐ No Please explain I liked the pictorial route around the room

Did the information package help you understand more about the project?

- ☐ Yes
☒ No Please explain I don't understand why a new road surface (3 years old) has to be "upgraded" Our road was rebuilt after sewers were put in

I am interested in this project because I am:

- ☒ a resident on or near Stone Church Road
☐ an owner of a business on or near Stone Church Road
☐ a person who uses Stone Church Road for transportation but does not live or work nearby
☒ other a member of Barton Stone United Church

a 147 year old building on the corner of Stone Church W. + Upper Falls

I am interested in this project because I am a (check as many that apply):

- ☒ motorist
☒ pedestrian
☒ cyclist
☐ other an environmentalist

With Hamilton being named by the U.N. as an environmental model, I think it is important that we take new approaches. Improving methods

Please indicate the issues that are important to you:

☒ Ability to walk along or to cross Stone Church Road safely →

Reasons: do I really need a reason?

☒ Ability to ride a bicycle safely ~~on the road~~ I want to ride on a

Reasons: bike path

☒ Location and number of bus stops

Reasons: I like to use bus as opposed to finding parking downtown - my children bus often

☒ Safety of school children walking along or crossing Stone Church Road

Reasons: self-explanatory

Location of Concern: between Upper Wellington + U. James

☒ Safety of senior citizens walking along or crossing Stone Church Road

Reasons: I know many seniors on my stretch of Stone Church

Location of Concern: between Wellington and West 5th

Please indicate the bicycle route alternative that you prefer:

☒ A lane marked specifically for bicycles (designated lanes)

☐ A lane where bicycles and motorized vehicles share a wide curb lane (shared-use lane)

☐ Other _____

Reasons: I think this would be safest for myself, children - anyone who isn't an excellent cyclist

The Region prefers to reconstruct and widen Stone Church Road with curbs (3 or 4 lanes) for the entire length from Garth Street to Upper Mount Albion Road. Please comment below.

I am disappointed and surprised that Highway #53 hasn't been widened long away - Does the fact that the Homebuilders Association has its office there have any relevance? I don't want to lose the mature trees that would go if Stone Church were widened to 3 or 4 lanes. I think it would be best to concentrate on

If, after this Information Centre, the Region decides to proceed with a road widening, the next stage in the project will be to choose between a 3 lane and a 4 lane widening. The following criteria will be used to compare the two options and will assist the Region in deciding which option to choose.

Please circle the criteria that you feel are most important for evaluating the alternative designs (3 lanes or 4 lanes):

Social

maintenance of residential character

historical resources

Barton Stone United Church
amount of property to be acquired by Region

Economic

construction costs

maintenance costs

area businesses and services

Natural/Physical

trees

water quantity

landfill site

Conservation Area

Transportation

pedestrian safety (walking along or crossing the road)

safe cycling provisions

efficient travel for vehicles/motorists

provision of standard road lane widths

Any others?

General Comments: _____

I was unhappy that chairs weren't set
up for the information evening. (only a dozen
were set out)

Our stretch of Stone Church - Wellington St. Jone
is an old neighbourhood with many people who
have lived 25-40 years. There are families with
members on both sides of the road. A wider road would
split the neighbourhood.

I prefer 2 lanes - 2^{separate} bike lanes + sidewalk.

CLASS ENVIRONMENTAL ASSESSMENT

for the

RECONSTRUCTION OF STONE CHURCH ROAD

from GARTH STREET
to UPPER MOUNT ALBION ROAD

PUBLIC INFORMATION CENTRE #1

November 29 & December 2, 1993

COMMENT SHEET

How did you find out about the public information centre?

- | | |
|--|--------------------------------------|
| ☒ Brochure | ☐ Friends |
| ☐ Newspaper | ☐ Other _____ |
| ☐ Cable television | |

Did the information centre and staff help you understand more about the project?

- ☒ Yes
- ☐ No Please explain _____

Did the information package help you understand more about the project?

- ☒ Yes
- ☐ No Please explain _____

I am interested in this project because I am:

- ☐ a resident on or near Stone Church Road
- ☐ an owner of a business on or near Stone Church Road
- ☒ a person who uses Stone Church Road for transportation but does not live or work nearby
- ☐ other _____

I am interested in this project because I am a (check as many that apply):

- ☒ motorist
- ☒ pedestrian
- ☒ cyclist
- ☐ other _____

Please indicate the issues that are important to you:

☒ Ability to walk along or to cross Stone Church Road safely

Reasons: I don't like to see people squashed

☒ Ability to ride a bicycle safely on the road

Reasons: So that I can ride to Stony Creek without getting killed

☒ Location and number of bus stops

Reasons: I would like people to use buses more on bus

☒ Safety of school children walking along or crossing Stone Church Road

Reasons: I don't like to see kids squashed

Location of Concern: _____

☒ Safety of senior citizens walking along or crossing Stone Church Road

Reasons: I don't like to see old folks squashed

Location of Concern: _____

Please indicate the bicycle route alternative that you prefer:

☒ A lane marked specifically for bicycles (designated lanes)

☐ A lane where bicycles and motorized vehicles share a wide curb lane (shared-use lane)

☐ Other _____

Reasons: Safety

The Region prefers to reconstruct and widen Stone Church Road with curbs (3 or 4 lanes) for the entire length from Garth Street to Upper Mount Albion Road. Please comment below.

Should replant 2 trees for every 1 taken down.

Note that 14 cyclists were involved in car accidents from 1987-93. Considering the small proportion of cyclists who dare to use the road now, this is stunningly high.

If, after this Information Centre, the Region decides to proceed with a road widening, the next stage in the project will be to choose between a 3 lane and a 4 lane widening. The following criteria will be used to compare the two options and will assist the Region in deciding which option to choose.

Please circle the criteria that you feel are most important for evaluating the alternative designs (3 lanes or 4 lanes):

Social

- ☒ maintenance of residential character
- historical resources
- amount of property to be acquired by Region

Economic

- construction costs
- maintenance costs
- area businesses and services

Natural/Physical

- ☒ trees
- water quantity
- landfill site
- ☒ Conservation Area

Transportation

- ☒ pedestrian safety (walking along or crossing the road)
- ☒ safe cycling provisions
- efficient travel for vehicles/motorists
- provision of standard road lane widths

Any others?

General Comments:

Standard road lanes ~~are~~ width,
are of no importance. The standard,
are too wide.

CLASS ENVIRONMENTAL ASSESSMENT

for the

RECONSTRUCTION OF STONE CHURCH ROAD

from GARTH STREET
to UPPER MOUNT ALBION ROAD

PUBLIC INFORMATION CENTRE #1
November 29 & December 2, 1993

COMMENT SHEET

How did you find out about the public information centre?

- | | |
|---|--------------------------------------|
| ☐ Brochure | ☐ Friends |
| ☒ Newspaper | ☐ Other _____ |
| ☐ Cable television | |

Did the information centre and staff help you understand more about the project?

- ☒ Yes
- ☐ No Please explain _____
- _____

Did the information package help you understand more about the project?

- ☒ Yes
- ☐ No Please explain _____
- _____

I am interested in this project because I am:

- ☒ a resident on or near Stone Church Road
- ☐ an owner of a business on or near Stone Church Road
- ☐ a person who uses Stone Church Road for transportation but does not live or work nearby
- ☐ other _____

I am interested in this project because I am a (check as many that apply):

- ☒ motorist
- ☐ pedestrian
- ☒ cyclist
- ☐ other _____

Please indicate the issues that are important to you:

☐ Ability to walk along or to cross Stone Church Road safely

Reasons: _____

☒ Ability to ride a bicycle safely on the road

Reasons: *I like to ride into Lynday means to garage sales. build wide enough to paint lanes down the ride*

☐ Location and number of bus stops

Reasons: _____

☐ Safety of school children walking along or crossing Stone Church Road

Reasons: _____

Location of Concern: _____

☐ Safety of senior citizens walking along or crossing Stone Church Road

Reasons: _____

Location of Concern: _____

Please indicate the bicycle route alternative that you prefer:

☐ A lane marked specifically for bicycles (designated lanes)

☒ A lane where bicycles and motorized vehicles share a wide curb lane (shared-use lane)

☐ Other _____

Reasons: _____

The Region prefers to reconstruct and widen Stone Church Road with curbs (3 or 4 lanes) for the entire length from Garth Street to Upper Mount Albion Road. Please comment below.

Please build road all 4 lanes the whole route. When lanes disappear it causes traffic problems at the squeeze out. Please build without boulevards. Many car owners park in the space of the boulevard and over park the drive way and the overhang on the drive lane causes a longer drive past Stonechurch Wld and Super Paradise for proof of my comment.

If, after this Information Centre, the Region decides to proceed with a road widening, the next stage in the project will be to choose between a 3 lane and a 4 lane widening. The following criteria will be used to compare the two options and will assist the Region in deciding which option to choose.

Please circle the criteria that you feel are most important for evaluating the alternative designs (3 lanes or 4 lanes):

Social

maintenance of residential character
historical resources
amount of property to be acquired by Region

Economic

construction costs
maintenance costs
area businesses and services

Natural/Physical

trees
water quantity
landfill site
Conservation Area

Transportation

pedestrian safety (walking along or crossing the road)
safe cycling provisions
efficient travel for vehicles/motorists
provision of standard road lane widths

Any others?

General Comments: _____

CLASS ENVIRONMENTAL ASSESSMENT

for the

RECONSTRUCTION OF STONE CHURCH ROAD

from GARTH STREET
to UPPER MOUNT ALBION ROAD

PUBLIC INFORMATION CENTRE #1

November 29 & December 2, 1993

COMMENT SHEET

How did you find out about the public information centre?

- | | |
|--|---|
| ☒ Brochure | ☐ Friends |
| ☐ Newspaper | ☐ Other <u>Mailbox to our home</u> |
| ☐ Cable television | |

Did the information centre and staff help you understand more about the project?

- ☒ Yes
- ☐ No Please explain Informal setting, lack of impartial chair & microphone
allowed cross-talk & aggressive behaviour -- would prefer a
more formal setting.

Did the information package help you understand more about the project?

- ☒ Yes
- ☐ No Please explain _____

I am interested in this project because I am:

- ☒ a resident on or near Stone Church Road
- ☐ an owner of a business on or near Stone Church Road
- ☐ a person who uses Stone Church Road for transportation but does not live or work nearby
- ☐ other _____

I am interested in this project because I am a (check as many that apply):

- ☒ motorist
- ☒ pedestrian
- ☐ cyclist
- ☐ other _____

Please indicate the issues that are important to you:

☒ Ability to walk along or to cross Stone Church Road safely

Reasons: We walk our dog daily along Stone Church to the reservoir

☒ Ability to ride a bicycle safely on the road

Reasons: I believe more residents will use bicycles in the future.

☐ Location and number of bus stops

Reasons: _____

☒ Safety of school children walking along or crossing Stone Church Road

Reasons: Should be sidewalks on both sides.

Location of Concern: _____

☐ Safety of senior citizens walking along or crossing Stone Church Road

Reasons: _____

Location of Concern: _____

Please indicate the bicycle route alternative that you prefer:

☐ A lane marked specifically for bicycles (designated lanes)

☒ A lane where bicycles and motorized vehicles share a wide curb lane (shared-use lane)

☐ Other _____

Reasons: _____

The Region prefers to reconstruct and widen Stone Church Road with curbs (3 or 4 lanes) for the entire length from Garth Street to Upper Mount Albion Road. Please comment below.

I support this type of reconstruction. At a minimum there
should be a 3rd lane for turning.

If, after this Information Centre, the Region decides to proceed with a road widening, the next stage in the project will be to choose between a 3 lane and a 4 lane widening. The following criteria will be used to compare the two options and will assist the Region in deciding which option to choose.

Please circle the criteria that you feel are most important for evaluating the alternative designs (3 lanes or 4 lanes):

C R I T E R I A

Social

maintenance of residential character

historical resources

amount of property to be acquired by Region

Economic

construction costs

maintenance costs

area businesses and services

Natural/Physical

trees

water quantity

landfill site

Conservation Area

Transportation

pedestrian safety (walking along or crossing the road)

safe cycling provisions

efficient travel for vehicles/motorists

provision of standard road lane widths

Any others?

General Comments: _____

CLASS ENVIRONMENTAL ASSESSMENT

for the

RECONSTRUCTION OF STONE CHURCH ROAD

from GARTH STREET
to UPPER MOUNT ALBION ROAD

PUBLIC INFORMATION CENTRE #1

November 29 & December 2, 1993

COMMENT SHEET

How did you find out about the public information centre?

- | | |
|---|--------------------------------------|
| ☐ Brochure | ☐ Friends |
| ☒ Newspaper | ☐ Other _____ |
| ☐ Cable television | |

Did the information centre and staff help you understand more about the project?

- ☒ Yes
- ☐ No Please explain MORE DETAIL IN
DISCUSSIONS

Did the information package help you understand more about the project?

- ☒ Yes
- ☐ No Please explain _____

I am interested in this project because I am:

- ☒ a resident on or near Stone Church Road
- ☐ an owner of a business on or near Stone Church Road
- ☐ a person who uses Stone Church Road for transportation but does not live or work nearby
- ☐ other _____

I am interested in this project because I am a (check as many that apply):

- ☒ motorist
- ☐ pedestrian
- ☒ cyclist
- ☐ other _____

Please indicate the issues that are important to you:

☐ Ability to walk along or to cross Stone Church Road safely

Reasons: _____

☒ Ability to ride a bicycle safely on the road

Reasons: BICYCLE LANES ARE NEEDED

☐ Location and number of bus stops

Reasons: _____

☐ Safety of school children walking along or crossing Stone Church Road

Reasons: _____

Location of Concern: _____

☐ Safety of senior citizens walking along or crossing Stone Church Road

Reasons: _____

Location of Concern: _____

Please indicate the bicycle route alternative that you prefer:

☒ A lane marked specifically for bicycles (designated lanes)

☐ A lane where bicycles and motorized vehicles share a wide curb lane (shared-use lane)

☐ Other _____

Reasons: I WOULD LIKE TO SEE WIDE BICYCLE LANES TO PROVIDE AN EAST-WEST ACCESS FOR SAFE CYCLING

The Region prefers to reconstruct and widen Stone Church Road with curbs (3 or 4 lanes) for the entire length from Garth Street to Upper Mount Albion Road. Please comment below.

I HAVE SEEN THE ^{NEW} BICYCLE LANES ON WILSON ST IN ANCASTER. THEY ARE APPROX 5 FEET WIDE. LET'S DO IT RIGHT FOR CYCLISTS AND MOTORISTS BY MAKING 4'-6' WIDE DESIGNATED BICYCLE LANES

If, after this Information Centre, the Region decides to proceed with a road widening, the next stage in the project will be to choose between a 3 lane and a 4 lane widening. The following criteria will be used to compare the two options and will assist the Region in deciding which option to choose.

Please circle the criteria that you feel are most important for evaluating the alternative designs (3 lanes or 4 lanes):

Social

maintenance of residential character
historical resources
amount of property to be acquired by Region

Economic

construction costs
maintenance costs
area businesses and services

Natural/Physical

trees
water quantity
landfill site
Conservation Area

Transportation

pedestrian safety (walking along or crossing the road)
safe cycling provisions
efficient travel for vehicles/motorists
provision of standard road lane widths

Any others?

General Comments: _____

WE MUST BE QUARLY CONCERNED WITH
NATURAL HABITAT, TREES ETC
3 LANES IS FINE

CLASS ENVIRONMENTAL ASSESSMENT

for the

RECONSTRUCTION OF STONE CHURCH ROAD

from GARTH STREET
to UPPER MOUNT ALBION ROAD

PUBLIC INFORMATION CENTRE #1

November 29 & December 2, 1993

COMMENT SHEET

How did you find out about the public information centre?

- | | |
|---|--------------------------------------|
| ☒ Brochure | ☐ Friends |
| ☒ Newspaper | ☐ Other _____ |
| ☐ Cable television | |

Did the information centre and staff help you understand more about the project?

- ☒ Yes
- ☐ No Please explain _____
- _____

Did the information package help you understand more about the project?

- ☒ Yes
- ☐ No Please explain _____
- _____

I am interested in this project because I am:

- ☒ a resident on or near Stone Church Road
- ☐ an owner of a business on or near Stone Church Road
- ☐ a person who uses Stone Church Road for transportation but does not live or work nearby
- ☐ other _____

I am interested in this project because I am a (check as many that apply):

- ☒ motorist
- ☐ pedestrian
- ☐ cyclist
- ☐ other _____

Please indicate the issues that are important to you:

☐ Ability to walk along or to cross Stone Church Road safely

Reasons: _____

☐ Ability to ride a bicycle safely on the road

Reasons: _____

☐ Location and number of bus stops

Reasons: _____

☐ Safety of school children walking along or crossing Stone Church Road

Reasons: _____

Location of Concern: _____

☐ Safety of senior citizens walking along or crossing Stone Church Road

Reasons: _____

Location of Concern: _____

Please indicate the bicycle route alternative that you prefer:

☐ A lane marked specifically for bicycles (designated lanes)

☐ A lane where bicycles and motorized vehicles share a wide curb lane (shared-use lane)

☐ Other _____

Reasons: _____

The Region prefers to reconstruct and widen Stone Church Road with curbs (3 or 4 lanes) for the entire length from Garth Street to Upper Mount Albion Road. Please comment below.

TWO OR THREE LANES - IF TWO LANES 4.5m WIDE
EACH - IF THREE LANES 3.5m WIDE EACH. - IF TWO LANES,
THEN A LEFT TURN LANE AT MAIN INTERSECTIONS.
SIDEWALK TO REMAIN ON SOUTH SIDE ONLY
TO GET AROUND BICYCLES 4.5 WIDE LANE IS WIDE ENOUGH
AND FOR THREE LANES DRIVER CAN PASS ON CENTER LANE
REMOVE DITCHES AND CONSTRUCT CURBS.

If, after this Information Centre, the Region decides to proceed with a road widening, the next stage in the project will be to choose between a 3 lane and a 4 lane widening. The following criteria will be used to compare the two options and will assist the Region in deciding which option to choose.

Please circle the criteria that you feel are most important for evaluating the alternative designs (3 lanes or 4 lanes):

Social

maintenance of residential character
historical resources
amount of property to be acquired by Region

Economic

construction costs
maintenance costs
area businesses and services

Natural/Physical

trees
water quantity
landfill site
Conservation Area

Transportation

pedestrian safety (walking along or crossing the road)
safe cycling provisions
efficient travel for vehicles/motorists
provision of standard road lane widths

Any others?

General Comments: _____

CLASS ENVIRONMENTAL ASSESSMENT

for the

RECONSTRUCTION OF STONE CHURCH ROAD

from GARTH STREET
to UPPER MOUNT ALBION ROAD

PUBLIC INFORMATION CENTRE #1

November 29 & December 2, 1993

COMMENT SHEET

How did you find out about the public information centre?

- | | |
|---|--------------------------------------|
| ☐ Brochure | ☐ Friends |
| ☒ Newspaper | ☐ Other _____ |
| ☐ Cable television | |

Did the information centre and staff help you understand more about the project?

- ☐ Yes
- ☐ No Please explain _____

Did the information package help you understand more about the project?

- ☒ Yes
- ☐ No Please explain _____

I am interested in this project because I am:

- ☒ a resident on or near Stone Church Road "1951"
- ☐ an owner of a business on or near Stone Church Road
- ☐ a person who uses Stone Church Road for transportation but does not live or work nearby
- ☐ other _____

I am interested in this project because I am a (check as many that apply):

- ☐ motorist
- ☐ pedestrian
- ☐ cyclist
- ☐ other owner - living @ 83

Please indicate the issues that are important to you:

☐ Ability to walk along or to cross Stone Church Road safely

Reasons: _____

☐ Ability to ride a bicycle safely on the road

Reasons: _____

☐ Location and number of bus stops

Reasons: _____

☐ Safety of school children walking along or crossing Stone Church Road

Reasons: _____

Location of Concern: _____

☒ Safety of senior citizens walking along or crossing Stone Church Road

Reasons: _____

Location of Concern: ONLY AT CORNERS

Please indicate the bicycle route alternative that you prefer:

☐ A lane marked specifically for bicycles (designated lanes)

☐ A lane where bicycles and motorized vehicles share a wide curb lane (shared-use lane)

☐ Other None

Reasons: Not Required

The Region prefers to reconstruct and widen Stone Church Road with curbs (3 or 4 lanes) for the entire length from Garth Street to Upper Mount Albion Road. Please comment below.

WHAT about sewers
& DRAINAGE
- 3 LANES MAX. -

If, after this Information Centre, the Region decides to proceed with a road widening, the next stage in the project will be to choose between a 3 lane and a 4 lane widening. The following criteria will be used to compare the two options and will assist the Region in deciding which option to choose.

Please circle the criteria that you feel are most important for evaluating the alternative designs (3 lanes or 4 lanes):

Social

- ✓✓ maintenance of residential character
- historical resources
- ✓✓ amount of property to be acquired by Region

Economic

- ✓ construction costs
- ✓ maintenance costs
- area businesses and services

Natural/Physical

- ✓✓ trees
- water quantity
- landfill site
- Conservation Area

Transportation

- ✓ pedestrian safety (~~walking along or crossing the road~~ **FAST CORNERS**)
- safe cycling provisions
- ~~efficient travel for vehicles/motorists~~
- provision of standard road lane widths

Any others?

General Comments: _____

CLASS ENVIRONMENTAL ASSESSMENT

for the

RECONSTRUCTION OF STONE CHURCH ROAD**from GARTH STREET
to UPPER MOUNT ALBION ROAD****PUBLIC INFORMATION CENTRE #1
November 29 & December 2, 1993****COMMENT SHEET**

How did you find out about the public information centre?

- | | | | |
|-------------------------------------|------------------|--------------------------|-------------|
| ☒ | Brochure | ☐ | Friends |
| ☐ | Newspaper | ☐ | Other _____ |
| ☐ | Cable television | | |

Did the information centre and staff help you understand more about the project?

- | | | |
|-------------------------------------|-----|----------------------|
| ☒ | Yes | |
| ☐ | No | Please explain _____ |

Did the information package help you understand more about the project?

- | | | |
|-------------------------------------|-----|----------------------|
| ☒ | Yes | |
| ☐ | No | Please explain _____ |

I am interested in this project because I am:

- | | |
|-------------------------------------|---|
| ☒ | a resident on or near Stone Church Road |
| ☐ | an owner of a business on or near Stone Church Road |
| ☐ | a person who uses Stone Church Road for transportation but does not live or work nearby |
| ☐ | other _____ |

I am interested in this project because I am a (check as many that apply):

- | | |
|-------------------------------------|-------------|
| ☒ | motorist |
| ☐ | pedestrian |
| ☐ | cyclist |
| ☐ | other _____ |

Please indicate the issues that are important to you:

☒ Ability to walk along or to cross Stone Church Road safely

Reasons:

As a resident who walks a lot

☐ Ability to ride a bicycle safely on the road

Reasons:

☐ Location and number of bus stops

Reasons:

☐ Safety of school children walking along or crossing Stone Church Road

Reasons:

Location of Concern:

☒ Safety of senior citizens walking along or crossing Stone Church Road

Reasons:

*Along @ Upper Wallington St
for seniors*

Location of Concern:

*Side walks should be
provided*

Please indicate the bicycle route alternative that you prefer:

☐ A lane marked specifically for bicycles (designated lanes)

☐ A lane where bicycles and motorized vehicles share a wide curb lane (shared-use lane)

☐ Other

Reasons:

The Region prefers to reconstruct and widen Stone Church Road with curbs (3 or 4 lanes) for the entire length from Garth Street to Upper Mount Albion Road. Please comment below.

*3 lanes only side walk
on South side only*

If, after this Information Centre, the Region decides to proceed with a road widening, the next stage in the project will be to choose between a 3 lane and a 4 lane widening. The following criteria will be used to compare the two options and will assist the Region in deciding which option to choose.

Please circle the criteria that you feel are most important for evaluating the alternative designs (3 lanes or 4 lanes):

Social

maintenance of residential character
historical resources
amount of property to be acquired by Region

Economic

construction costs
maintenance costs
area businesses and services

Natural/Physical

trees
water quantity
landfill site
Conservation Area

Transportation

pedestrian safety (walking along or crossing the road)
safe cycling provisions
efficient travel for vehicles/motorists
provision of standard road lane widths

Any others?

General Comments:

As a 35 year resident
of Stoo Church Rd E

Lets preserve the beauty trees etc
3 lanes only (PLEASE)

CLASS ENVIRONMENTAL ASSESSMENT

for the

RECONSTRUCTION OF STONE CHURCH ROAD

from GARTH STREET
to UPPER MOUNT ALBION ROAD

PUBLIC INFORMATION CENTRE #1

November 29 & December 2, 1993

COMMENT SHEET

How did you find out about the public information centre?

- | | |
|---|--------------------------------------|
| ☐ Brochure | ☐ Friends |
| ☒ Newspaper | ☐ Other _____ |
| ☐ Cable television | |

Did the information centre and staff help you understand more about the project?

- ☒ Yes
- ☐ No Please explain _____
- _____

Did the information package help you understand more about the project?

- ☒ Yes
- ☐ No Please explain _____
- _____

I am interested in this project because I am:

- ☒ a resident on or near Stone Church Road
- ☐ an owner of a business on or near Stone Church Road
- ☐ a person who uses Stone Church Road for transportation but does not live or work nearby
- ☐ other _____

I am interested in this project because I am a (check as many that apply):

- ☐ motorist
- ☐ pedestrian
- ☐ cyclist
- ☐ other _____

Please indicate the issues that are important to you:

☒ Ability to walk along or to cross Stone Church Road safely

Reasons: We walk quite often, more lanes
might not be good.

☒ Ability to ride a bicycle safely on the road

Reasons: We ride a lot also.

☐ Location and number of bus stops

Reasons: _____

☒ Safety of school children walking along or crossing Stone Church Road

Reasons: They are bussed since they closed
our schools.

Location of Concern: _____

☒ Safety of senior citizens walking along or crossing Stone Church Road

Reasons: Mother law in wheelchair - need better
sidewalks.

Location of Concern: _____

Please indicate the bicycle route alternative that you prefer:

☐ A lane marked specifically for bicycles (designated lanes)

☐ A lane where bicycles and motorized vehicles share a wide curb lane (shared-use lane)

☐ Other _____

Reasons: I'm not sure about this.

The Region prefers to reconstruct and widen Stone Church Road with curbs (3 or 4 lanes) for the entire length from Garth Street to Upper Mount Albion Road. Please comment below.

Keep the width to 66' (from
Tanner to Wellington) Do what you
want, ie safety, utilities etc but
keep it within the 66'. I would
prefer the 3 lane with bicycle allowance

Please circle the criteria that you feel are most important for evaluating the alternative designs (3 lanes or 4 lanes):

maintenance of residential character
 historical resources
 amount of property to be acquired by Region

construction costs
maintenance costs
area businesses and services

trees
water quantity
landfill site
Conservation Area

- pedestrian safety (walking along or crossing the road)
- safe cycling provisions
- efficient travel for vehicles/motorists
- provision of standard road lane widths

[illegible]

CLASS ENVIRONMENTAL ASSESSMENT

for the

RECONSTRUCTION OF STONE CHURCH ROAD

from GARTH STREET
to UPPER MOUNT ALBION ROAD

PUBLIC INFORMATION CENTRE #1
November 29 & December 2, 1993

COMMENT SHEET

How did you find out about the public information centre?

- | | |
|--|--------------------------------------|
| ☒ Brochure | ☐ Friends |
| ☐ Newspaper | ☐ Other _____ |
| ☐ Cable television | |

Did the information centre and staff help you understand more about the project?

- ☒ Yes
- ☐ No Please explain _____
- _____

Did the information package help you understand more about the project?

- ☒ Yes
- ☐ No Please explain _____
- _____

I am interested in this project because I am:

- ☒ a resident on or near Stone Church Road
- ☐ an owner of a business on or near Stone Church Road
- ☐ a person who uses Stone Church Road for transportation but does not live or work nearby
- ☒ other work on Stone Church & use for transport

I am interested in this project because I am a (check as many that apply):

- ☒ motorist
- ☐ pedestrian
- ☐ cyclist
- ☐ other _____

Please indicate the issues that are important to you:

☐ Ability to walk along or to cross Stone Church Road safely

Reasons: _____

☒ Ability to ride a bicycle safely on the road

Reasons: Would bicycle to work if safer

☒ Location and number of bus stops

Reasons: ~~Can~~ Would like to take bus to work

☐ Safety of school children walking along or crossing Stone Church Road

Reasons: _____

Location of Concern: _____

☒ Safety of senior citizens walking along or crossing Stone Church Road

Reasons: Work at Health Centre - many elderly pts. take bus to appointments.

Location of Concern: Stonechurch, E of Redmond Dr

Please indicate the bicycle route alternative that you prefer:

☒ A lane marked specifically for bicycles (designated lanes)

☐ A lane where bicycles and motorized vehicles share a wide curb lane (shared-use lane)

☐ Other _____

Reasons: Seems safer to me, but I'm not an avid cyclist

The Region prefers to reconstruct and widen Stone Church Road with curbs (3 or 4 lanes) for the entire length from Garth Street to Upper Mount Albion Road. Please comment below.

I'm not sure it's needed if the east-west expressway gets completed. 3 lanes seems sufficient to me if a lot of traffic transfers to the Expressway

If, after this Information Centre, the Region decides to proceed with a road widening, the next stage in the project will be to choose between a 3 lane and a 4 lane widening. The following criteria will be used to compare the two options and will assist the Region in deciding which option to choose.

Please circle the criteria that you feel are most important for evaluating the alternative designs (3 lanes or 4 lanes):

Social

maintenance of residential character

historical resources

amount of property to be acquired by Region

Economic

construction costs

maintenance costs

area businesses and services

Natural/Physical

trees

water quantity

landfill site

Conservation Area

Transportation

pedestrian safety (walking along or crossing the road)

safe cycling provisions

efficient travel for vehicles/motorists

provision of standard road lane widths

Any others?

General Comments: Please think this through thoroughly before
spending all this money.

Great design - informative
- nice to have a say before tax money is spent!

CLASS ENVIRONMENTAL ASSESSMENT

for the

RECONSTRUCTION OF STONE CHURCH ROAD

from GARTH STREET
to UPPER MOUNT ALBION ROAD

PUBLIC INFORMATION CENTRE #1

November 29 & December 2, 1993

COMMENT SHEET

How did you find out about the public information centre?

- | | |
|---|---|
| ☐ Brochure | ☒ Friends |
| ☐ Newspaper | ☒ Other _____ |
| ☐ Cable television | |

Did the information centre and staff help you understand more about the project?

- ☒ Yes
- ☐ No ~~Please explain~~ _____
- _____

Did the information package help you understand more about the project?

- ☒ Yes
- ☐ No ~~Please explain~~ _____
- _____

I am interested in this project because I am:

- ☐ a resident on or near Stone Church Road
- ☐ an owner of a business on or near Stone Church Road
- ☒ a person who uses Stone Church Road for transportation but does not live or work nearby
- ☐ other _____

I am interested in this project because I am a (check as many that apply):

- ☒ motorist
- ☐ pedestrian
- ☐ cyclist
- ☐ other _____

Please indicate the issues that are important to you:

☒ Ability to walk along or to cross Stone Church Road safely

Reasons: RESIDENTS SHOULD WALK ANYWHERE
IN SAFETY

☒ Ability to ride a bicycle safely on the road ?

Reasons: BICYCLISTS CAN BE A PAIN NOT TO EACH
OTHERS OWN.

☒ Location and number of bus stops

Reasons: ONE ON WAY CORNER JUST PASSED
THE INTERSECTION BOTH WAYS, IF THERE IS TO BE
ANSWER.

☒ Safety of school children walking along or crossing Stone Church Road

Reasons: 100% COVERED

Location of Concern: PROVIN CROSSING LANES

☒ Safety of senior citizens walking along or crossing Stone Church Road

Reasons: MORE SO THAN CHILDREN BUT THEY
DON'T DARE CROSS

Location of Concern: ONLY AT INTERSECTIONS

Please indicate the bicycle route alternative that you prefer:

☐ A lane marked specifically for bicycles (designated lanes)

☐ A lane where bicycles and motorized vehicles share a wide curb lane (shared-use lane)

☐ Other _____

Reasons: _____

The Region prefers to reconstruct and widen Stone Church Road with curbs (3 or 4 lanes) for the entire length from Garth Street to Upper Mount Albion Road. Please comment below.

THIS IS SANITY NO LESS THAN WIDE LANES WITH CENTRAL

LANE FOR TURNING. WHEN YESTERDAY IS NOT

SOON ENOUGH DON'T HAVE ANOTHER STUDY

COMMITTEE DO IT NOW IT'S WARRANTED

Please circle the criteria that you feel are most important for evaluating the alternative designs (3 lanes or 4 lanes):

maintenance of residential character
 historical resources
 amount of property to be acquired by Region

construction costs
maintenance costs
area businesses and services

trees
water quantity
landfill site
Conservation Area

- pedestrian safety (walking along or crossing the road)
- safe cycling provisions
- efficient travel for vehicles/motorists
- provision of standard road lane widths

[illegible]

CLASS ENVIRONMENTAL ASSESSMENT

for the

RECONSTRUCTION OF STONE CHURCH ROAD

from GARTH STREET
to UPPER MOUNT ALBION ROAD

PUBLIC INFORMATION CENTRE #1
November 29 & December 2, 1993

COMMENT SHEET

How did you find out about the public information centre?

- | | |
|---|--------------------------------------|
| ☐ Brochure | ☐ Friends |
| ☒ Newspaper | ☐ Other _____ |
| ☐ Cable television | |

Did the information centre and staff help you understand more about the project?

- ☒ Yes
- ☐ No Please explain _____
- _____

Did the information package help you understand more about the project?

- ☒ Yes
- ☐ No Please explain _____
- _____

I am interested in this project because I am:

- ☐ a resident on or near Stone Church Road
- ☐ an owner of a business on or near Stone Church Road
- ☒ a person who uses Stone Church Road for transportation but does not live or work nearby
- ☐ other _____

I am interested in this project because I am a (check as many that apply):

- ☒ motorist
- ☒ pedestrian
- ☐ cyclist
- ☒ other BUS USER

Please indicate the issues that are important to you:

☒ Ability to walk along or to cross Stone Church Road safely

Reasons: BUS USER

☐ Ability to ride a bicycle safely on the road

Reasons: _____

☒ Location and number of bus stops

Reasons: BUS USER

☒ Safety of school children walking along or crossing Stone Church Road

Reasons: CHILDREN NEED EASY ACCESS TO SCHOOLS
AND BUS FOR SCHOOL PURPOSE

Location of Concern: _____

☒ Safety of senior citizens walking along or crossing Stone Church Road

Reasons: SENIOR WALK TO NEARBY PLAZA AND TAKE
PUBLIC TRANSIT

Location of Concern: _____

Please indicate the bicycle route alternative that you prefer:

☐ A lane marked specifically for bicycles (designated lanes)

☒ A lane where bicycles and motorized vehicles share a wide curb lane (shared-use lane)

☐ Other _____

Reasons: WIDE RIGHT LANES ARE GOOD FOR BICYCLES
AND BUSES

The Region prefers to reconstruct and widen Stone Church Road with curbs (3 or 4 lanes) for the entire length from Garth Street to Upper Mount Albion Road. Please comment below.

THE REGION SHOULD BUILD THE ROADWAY 4 LANES
BECAUSE IT WOULD BE THE BEST METHOD
FOR SCHOOL BUSES AND PUBLIC TRANSIT.
IT SHOULD BE LOOK AT BETWEEN OTTAWA &
DARTMOUTH TO A 5 LANE ROADWAY BECAUSE
ITS COMMERCIAL & INDUSTRIAL ZONING.

If, after this Information Centre, the Region decides to proceed with a road widening, the next stage in the project will be to choose between a 3 lane and a 4 lane widening. The following criteria will be used to compare the two options and will assist the Region in deciding which option to choose.

Please circle the criteria that you feel are most important for evaluating the alternative designs (3 lanes or 4 lanes):

Social

maintenance of residential character

historical resources

amount of property to be acquired by Region

Economic

construction costs

maintenance costs

area businesses and services

Natural/Physical

trees

water quantity

landfill site

Conservation Area

Transportation

pedestrian safety (walking along or crossing the road)

safe cycling provisions

efficient travel for vehicles/motorists

provision of standard road lane widths

Any others?

General Comments: DEAR FRIENDS:

I WOULD LIKE TO TAKE
THIS TIME AND WISH ALL OF YOU HAPPY HOLIDAYS
AND HOPE FOR A PROSPER NEW YEAR.

CLASS ENVIRONMENTAL ASSESSMENT

for the

RECONSTRUCTION OF STONE CHURCH ROAD

from GARTH STREET
to UPPER MOUNT ALBION ROAD

PUBLIC INFORMATION CENTRE #1

November 29 & December 2, 1993

COMMENT SHEET

How did you find out about the public information centre?

- | | |
|---|---|
| ☐ Brochure | ☐ Friends |
| ☐ Newspaper | ☐ Other <u>mailed letter</u> |
| ☐ Cable television | |

Did the information centre and staff help you understand more about the project?

- ☒ Yes
- ☐ No Please explain _____

Did the information package help you understand more about the project?

- ☒ Yes
- ☐ No Please explain _____

I am interested in this project because I am:

- ☒ a resident on or near Stone Church Road
- ☐ an owner of a business on or near Stone Church Road
- ☐ a person who uses Stone Church Road for transportation but does not live or work nearby
- ☐ other _____

I am interested in this project because I am a (check as many that apply):

- ☒ motorist
- ☐ pedestrian
- ☐ cyclist
- ☐ other _____

Please indicate the issues that are important to you:

☐ Ability to walk along or to cross Stone Church Road safely

Reasons: _____

☒ Ability to ride a bicycle safely on the road

Reasons: Having a bike lane stops motorists to shift
to the next lane to avoid a cyclist.

☒ Location and number of bus stops

Reasons: It's convenient as it is

☐ Safety of school children walking along or crossing Stone Church Road

Reasons: _____

Location of Concern: _____

☐ Safety of senior citizens walking along or crossing Stone Church Road

Reasons: _____

Location of Concern: _____

Please indicate the bicycle route alternative that you prefer:

☒ A lane marked specifically for bicycles (designated lanes)

☐ A lane where bicycles and motorized vehicles share a wide curb lane (shared-use lane)

☐ Other _____

Reasons: Cyclists should be encouraged
but assured of their safety.

The Region prefers to reconstruct and widen Stone Church Road with curbs (3 or 4 lanes) for the entire length from Garth Street to Upper Mount Albion Road. Please comment below.

It is about time that Stone Church be
upgraded and widened and I'm for a
3-lane rd. so turning vehicles do not
obstruct traffic, at the same time keeping
it a residential thru-way.

If, after this Information Centre, the Region decides to proceed with a road widening, the next stage in the project will be to choose between a 3 lane and a 4 lane widening. The following criteria will be used to compare the two options and will assist the Region in deciding which option to choose.

Please circle the criteria that you feel are most important for evaluating the alternative designs (3 lanes or 4 lanes):

Social

- ✓ maintenance of residential character
- historical resources
- amount of property to be acquired by Region

Economic

- construction costs
- maintenance costs
- area businesses and services

Natural/Physical

- ✓ trees — they must be replaced
- water quantity
- landfill site
- Conservation Area

Transportation

- pedestrian safety (walking along or crossing the road)
- ✓ safe cycling provisions
- ✓ efficient travel for vehicles/motorists
- provision of standard road lane widths

Any others?

General Comments: The Region should go on with the
improvement of the Rd. regardless of the
objection of some narrow-minded residents
of the area. They should feel fortunate
that our Rd. will be upgraded.
Pls. go on! I am disappointed
to hear their comments tonight.

CLASS ENVIRONMENTAL ASSESSMENT

for the

RECONSTRUCTION OF STONE CHURCH ROAD

from GARTH STREET
to UPPER MOUNT ALBION ROADPUBLIC INFORMATION CENTRE #1
November 29 & December 2, 1993

COMMENT SHEET

How did you find out about the public information centre?

- | | |
|--|--------------------------------------|
| ☒ Brochure | ☐ Friends |
| ☐ Newspaper | ☐ Other _____ |
| ☐ Cable television | |

Did the information centre and staff help you understand more about the project?

- | | |
|---|----------------------|
| ☒ Yes | |
| ☐ No | Please explain _____ |

Did the information package help you understand more about the project?

- | | |
|---|----------------------|
| ☒ Yes | |
| ☐ No | Please explain _____ |

I am interested in this project because I am:

- | | |
|-------------------------------------|---|
| ☒ | a resident on or near Stone Church Road |
| ☐ | an owner of a business on or near Stone Church Road |
| ☐ | a person who uses Stone Church Road for transportation but does not live or work nearby |
| ☐ | other _____ |

I am interested in this project because I am a (check as many that apply):

- | | |
|-------------------------------------|-------------|
| ☒ | motorist |
| ☐ | pedestrian |
| ☐ | cyclist |
| ☐ | other _____ |

Please indicate the issues that are important to you:

☒ Ability to walk along or to cross Stone Church Road safely

Reasons: MANY YOUNG FAMILIES ON STONE CHURCH ROAD WITH CHILDREN.

☐ Ability to ride a bicycle safely on the road

Reasons: _____

☐ Location and number of bus stops

Reasons: _____

☒ Safety of school children walking along or crossing Stone Church Road

Reasons: _____

Location of Concern: _____

☒ Safety of senior citizens walking along or crossing Stone Church Road

Reasons: _____

Location of Concern: UPP WENTWORTH X

Please indicate the bicycle route alternative that you prefer:

☐ A lane marked specifically for bicycles (designated lanes)

☒ A lane where bicycles and motorized vehicles share a wide curb lane (shared-use lane)

☐ Other _____

Reasons: _____

The Region prefers to reconstruct and widen Stone Church Road with curbs (3 or 4 lanes) for the entire length from Garth Street to Upper Mount Albion Road. Please comment below.

I THINK THE ROAD SHOULD BE RECONSTRUCTED WITH SIDEWALKS
AND ~~BE~~ ADDING AS LITTLE TO THE WIDTH AS POSSIBLE. TRAFFIC
TRAVELS TOO FAST ON STONE CHURCH NOW. IF EXTRA LANES ARE ADDED
THIS WILL ENABLE SPEEDERS TO WEAVE IN AND OUT OF TRAFFIC AT
INTERSECTIONS ESPECIALLY

Please circle the criteria that you feel are most important for evaluating the alternative designs (3 lanes or 4 lanes):

MAJOR LACK OF CONCERN
IN PAST 20 YRS!

amount of property to be acquired by Region

construction costs

area businesses and services

trees

landfill site

Conservation Area

pedestrian safety (walking along or crossing the road)

safe cycling provisions

efficient travel for vehicles/motorists

provision of standard road lane widths

Any others?

General Comments: _____

[illegible]

CLASS ENVIRONMENTAL ASSESSMENT

for the

RECONSTRUCTION OF STONE CHURCH ROAD

from GARTH STREET
to UPPER MOUNT ALBION ROAD

PUBLIC INFORMATION CENTRE #1

November 29 & December 2, 1993

COMMENT SHEET

How did you find out about the public information centre?

- | | |
|--|--------------------------------------|
| ☒ Brochure | ☐ Friends |
| ☐ Newspaper | ☐ Other _____ |
| ☐ Cable television | |

Did the information centre and staff help you understand more about the project?

- ☒ Yes
- ☐ No Please explain _____
- _____

Did the information package help you understand more about the project?

- ☒ Yes
- ☐ No Please explain _____
- _____

I am interested in this project because I am:

- ☒ a resident on or near Stone Church Road
- ☐ an owner of a business on or near Stone Church Road
- ☐ a person who uses Stone Church Road for transportation but does not live or work nearby
- ☐ other _____

I am interested in this project because I am a (check as many that apply):

- ☒ motorist
- ☒ pedestrian
- ☐ cyclist
- ☒ other resident

Please indicate the issues that are important to you:

☒ Ability to walk along or to cross Stone Church Road safely

Reasons: SCHOOL CHILDREN AND SENIORS NEED
PROPER SIDEWALKS

☒ Ability to ride a bicycle safely on the road

Reasons: ELIMINATE DITCHES SO BICYCLE ARE
NOT FORCED OFF ROAD.

☐ Location and number of bus stops

Reasons: THE BUS DOES NOT USE STONECHURCH

☐ Safety of school children walking along or crossing Stone Church Road

Reasons: _____

Location of Concern: _____

☒ Safety of senior citizens walking along or crossing Stone Church Road

Reasons: SENIORS AND WHEELCHAIRS MUST USE
BLACKTOP SIDEWALK IN TERRIBLE CONDITION OR

Location of Concern: CROSS OVER BUSH STREET TO ACCESS
THE OTHER SIDEWALKS. PT EBENEZER VILL
ON STONECHURCH

Please indicate the bicycle route alternative that you prefer:

☐ A lane marked specifically for bicycles (designated lanes)

☐ A lane where bicycles and motorized vehicles share a wide curb lane (shared-use lane)

☒ Other IF ~~THE~~ DITCHES ON BOTH SIDES WERE

Reasons: ELIMINATED ~~THE~~ CARS WOULD BE ABLE TO
PASS BIKES SAFELY.

The Region prefers to reconstruct and widen Stone Church Road with curbs (3 or 4 lanes) for the entire length from Garth Street to Upper Mount Albion Road. Please comment below.

Anything more than this would be
encouraging too much heavy traffic to
use Stonechurch. When Lincolnton Rd.
is widened as though car traffic will
probably spill over on to Stone Church

Please circle the criteria that you feel are most important for evaluating the alternative designs (3 lanes or 4 lanes):

amount of property to be acquired by Region

area businesses and services

Conservation Area

provision of standard road lane widths

- General Comments:

CLASS ENVIRONMENTAL ASSESSMENT

for the

RECONSTRUCTION OF STONE CHURCH ROAD

from GARTH STREET
to UPPER MOUNT ALBION ROAD

PUBLIC INFORMATION CENTRE #1
November 29 & December 2, 1993

COMMENT SHEET

How did you find out about the public information centre?

- | | |
|---|---|
| ☐ Brochure | ☐ Friends |
| ☐ Newspaper | ☒ Other <u>Info sheet at door</u> |
| ☐ Cable television | |

Did the information centre and staff help you understand more about the project?

- ☒ Yes
- ☐ No Please explain _____

Did the information package help you understand more about the project?

- ☒ Yes
- ☐ No Please explain _____

I am interested in this project because I am:

- ☒ a resident on or near Stone Church Road
- ☐ an owner of a business on or near Stone Church Road
- ☐ a person who uses Stone Church Road for transportation but does not live or work nearby
- ☐ other _____

I am interested in this project because I am a (check as many that apply):

- ☐ motorist
- ☐ pedestrian
- ☐ cyclist
- ☐ other _____

Please indicate the issues that are important to you:

☐ Ability to walk along or to cross Stone Church Road safely

Reasons: _____

☐ Ability to ride a bicycle safely on the road

Reasons: _____

☐ Location and number of bus stops

Reasons: _____

☐ Safety of school children walking along or crossing Stone Church Road

Reasons: _____

Location of Concern: _____

☐ Safety of senior citizens walking along or crossing Stone Church Road

Reasons: _____

Location of Concern: _____

Please indicate the bicycle route alternative that you prefer:

☐ A lane marked specifically for bicycles (designated lanes)

☐ A lane where bicycles and motorized vehicles share a wide curb lane (shared-use lane)

☐ Other _____

Reasons: _____

The Region prefers to reconstruct and widen Stone Church Road with curbs (3 or 4 lanes) for the entire length from Garth Street to Upper Mount Albion Road. Please comment below.

Please leave the character of

this area alone. At this economic time

it may be necessary to repave the road, but on

the East-West Expressway We don't need this.

If, after this Information Centre, the Region decides to proceed with a road widening, the next stage in the project will be to choose between a 3 lane and a 4 lane widening. The following criteria will be used to compare the two options and will assist the Region in deciding which option to choose.

Please circle the criteria that you feel are most important for evaluating the alternative designs (3 lanes or 4 lanes):

Social

maintenance of residential character
historical resources
amount of property to be acquired by Region

Economic

construction costs
maintenance costs
area businesses and services

Natural/Physical

trees
water quantity
landfill site
Conservation Area

Transportation

pedestrian safety (walking along or crossing the road)
safe cycling provisions
efficient travel for vehicles/motorists
provision of standard road lane widths

Any others?

General Comments: Repave Stone Church

- Leave it alone

M. Naro

158 Stone Church Rd W.

Do not widen between Wst & Garth

CLASS ENVIRONMENTAL ASSESSMENT

for the

RECONSTRUCTION OF STONE CHURCH ROAD

from GARTH STREET
to UPPER MOUNT ALBION ROAD

PUBLIC INFORMATION CENTRE #1

November 29 & December 2, 1993

COMMENT SHEET

How did you find out about the public information centre?

- ☒ Brochure
 ☐ Friends
☒ Newspaper
 ☐ Other _____
☐ Cable television

Did the information centre and staff help you understand more about the project?

- ☒ Yes
☐ No Please explain Benjamin Pather Timor & Co.
Inc. 1000 1st Avenue (St.)

Did the information package help you understand more about the project?

- ☒ Yes
☐ No Please explain _____

I am interested in this project because I am:

- ☒ a resident on or near Stone Church Road
☐ an owner of a business on or near Stone Church Road
☐ a person who uses Stone Church Road for transportation but does not live or work nearby
☐ other _____

I am interested in this project because I am a (check as many that apply):

- ☒ motorist
☒ pedestrian
☐ cyclist
☐ other _____

Please indicate the issues that are important to you:

- ☒ Ability to walk along or to cross Stone Church Road safely

Reasons: Living block from
Stone Church to 15th Avenue

- ☒ Ability to ride a bicycle safely on the road

Reasons: Recreation

- ☐ Location and number of bus stops

Reasons: _____

- ☐ Safety of school children walking along or crossing Stone Church Road

Reasons: _____
Location of Concern: _____

- ☒ Safety of senior citizens walking along or crossing Stone Church Road

Reasons: Safe walking
Location of Concern: _____

Please indicate the bicycle route alternative that you prefer:

- ☒ A lane marked specifically for bicycles (designated lanes)

- ☐ A lane where bicycles and motorized vehicles share a wide curb lane (shared-use lane)

- ☐ Other _____

Reasons: think it would be a better
feel more comfortable with
motorized road

The Region prefers to reconstruct and widen Stone Church Road with curbs (3 or 4 lanes) for the entire length from Garth Street to Upper Mount Albion Road. Please comment below.

If, after this Information Centre, the Region decides to proceed with a road widening, the next stage in the project will be to choose between a 3 lane and a 4 lane widening. The following criteria will be used to compare the two options and will assist the Region in deciding which option to choose.

Please circle the criteria that you feel are most important for evaluating the alternative designs (3 lanes or 4 lanes):

Social

maintenance of residential character
historical resources
amount of property to be acquired by Region

Economic

construction costs
maintenance costs
area businesses and services

Natural/Physical

trees
water quantity
landfill site
Conservation Area

Transportation

pedestrian safety (walking along or crossing the road)
safe cycling provisions
efficient travel for vehicles/motorists
provision of standard road lane widths

Any others?

General Comments: _____

CLASS ENVIRONMENTAL ASSESSMENT

for the

RECONSTRUCTION OF STONE CHURCH ROAD

from GARTH STREET
to UPPER MOUNT ALBION ROAD

PUBLIC INFORMATION CENTRE #1

November 29 & December 2, 1993

COMMENT SHEET

How did you find out about the public information centre?

- MAIL ☒ Brochure ☐ Friends
☒ Newspaper ☐ Other _____
☐ Cable television

Did the information centre and staff help you understand more about the project?

- ☒ Yes
☐ No Please explain STAFF GAVE AN
UNDERSTANDABLE EXPLANATION
OF PROJECT

Did the information package help you understand more about the project?

- ☒ Yes
☐ No Please explain _____

I am interested in this project because I am:

- ☒ a resident on or near Stone Church Road
☐ an owner of a business on or near Stone Church Road
☐ a person who uses Stone Church Road for transportation but does not live or work nearby
☐ other _____

I am interested in this project because I am a (check as many that apply):

- ☒ motorist
☒ pedestrian
☒ cyclist
☐ other _____

Please indicate the issues that are important to you:

☒ Ability to walk along or to cross Stone Church Road safely

Reasons: DON'T WISH TO BE RUN OVER.

☐ Ability to ride a bicycle safely on the road

Reasons: _____

☐ Location and number of bus stops

Reasons: _____

☐ Safety of school children walking along or crossing Stone Church Road

Reasons: _____

Location of Concern: _____

☐ Safety of senior citizens walking along or crossing Stone Church Road

Reasons: _____

Location of Concern: _____

Please indicate the bicycle route alternative that you prefer:

☐ A lane marked specifically for bicycles (designated lanes)

☐ A lane where bicycles and motorized vehicles share a wide curb lane (shared-use lane)

☐ Other _____

Reasons: _____

The Region prefers to reconstruct and widen Stone Church Road with curbs (3 or 4 lanes) for the entire length from Garth Street to Upper Mount Albion Road. Please comment below.

I WOULD PREFER 3 LANES WITH THE
CENTRE LANE USED FOR TURNING
STOP LIGHTS AT ALL MAIN INTERSECTIONS
INCLUDING SHERMAN + STONE CHURCH WHERE
NO EXIST'S AT PRESENT.

If, after this Information Centre, the Region decides to proceed with a road widening, the next stage in the project will be to choose between a 3 lane and a 4 lane widening. The following criteria will be used to compare the two options and will assist the Region in deciding which option to choose.

Please circle the criteria that you feel are most important for evaluating the alternative designs (3 lanes or 4 lanes):

Social

maintenance of residential character ✓
historical resources
amount of property to be acquired by Region ✓

Economic

construction costs ✓
maintenance costs ✓
area businesses and services

Natural/Physical

trees ✓
water quantity
landfill site
Conservation Area

Transportation

pedestrian safety (walking along or crossing the road) ✓
safe cycling provisions ✓
efficient travel for vehicles/motorists ✓
provision of standard road lane widths ✓

Any others?

General Comments: _____

CLASS ENVIRONMENTAL ASSESSMENT

for the

RECONSTRUCTION OF STONE CHURCH ROAD

from GARTH STREET
to UPPER MOUNT ALBION ROAD

PUBLIC INFORMATION CENTRE #1

November 29 & December 2, 1993

COMMENT SHEET

FILE No. <u>60.19.01.3</u>	
LETTER No. _____	
PROJECT OFFICE	
DEC 10 1993	
DIRECTOR	ANS BY
MAN. ENG.	
HOJ. ENG.	REF. TO
PLANNER <u>AKH</u>	
PMS	FILED BY
<u>Angela</u>	<u>Best</u>

How did you find out about the public information centre?

- ☒ Brochure
 ☐ Friends
☐ Newspaper
 ☐ Other _____
☒ Cable television

Did the information centre and staff help you understand more about the project?

- ☒ Yes
☐ No Please explain _____

Did the information package help you understand more about the project?

- ☒ Yes
☐ No Please explain _____

I am interested in this project because I am:

- ☒ a resident on or near Stone Church Road
☐ an owner of a business on or near Stone Church Road
☐ a person who uses Stone Church Road for transportation but does not live or work nearby
☐ other _____

I am interested in this project because I am a (check as many that apply):

- ☐ motorist
☐ pedestrian
☐ cyclist
☐ other a resident in the area of Stone Church Rd.

Please indicate the issues that are important to you:

☒ Ability to walk along or to cross Stone Church Road safely

Reasons: _____

☒ Ability to ride a bicycle safely on the road

Reasons: _____

☒ Location and number of bus stops

Reasons: _____

☒ Safety of school children walking along or crossing Stone Church Road

Reasons: _____

Location of Concern: _____

☒ Safety of senior citizens walking along or crossing Stone Church Road

Reasons: _____

Location of Concern: _____

Please indicate the bicycle route alternative that you prefer:

☒ A lane marked specifically for bicycles (designated lanes)

☐ A lane where bicycles and motorized vehicles share a wide curb lane (shared-use lane)

☐ Other _____

Reasons: _____

The Region prefers to reconstruct and widen Stone Church Road with curbs (3 or 4 lanes) for the entire length from Garth Street to Upper Mount Albion Road. Please comment below.

Yes I am in favour of this reconstruction (3 lanes)

If, after this Information Centre, the Region decides to proceed with a road widening, the next stage in the project will be to choose between a 3 lane and a 4 lane widening. The following criteria will be used to compare the two options and will assist the Region in deciding which option to choose.

Please circle the criteria that you feel are most important for evaluating the alternative designs (3 lanes or 4 lanes):

Social

maintenance of residential character
historical resources
amount of property to be acquired by Region

Economic

construction costs
maintenance costs
area businesses and services

Natural/Physical

trees
water quantity
landfill site
Conservation Area

Transportation

pedestrian safety (walking along or crossing the road)
safe cycling provisions
efficient travel for vehicles/motorists
provision of standard road lane widths

Any others?

General Comments:

3 lanes would be sufficient

CLASS ENVIRONMENTAL ASSESSMENT

for the

RECONSTRUCTION OF STONE CHURCH ROAD

from GARTH STREET
to UPPER MOUNT ALBION ROAD

PUBLIC INFORMATION CENTRE #1

November 29 & December 2, 1993

COMMENT SHEET

How did you find out about the public information centre?

- | | |
|---|--------------------------------------|
| ☒ Brochure | ☐ Friends |
| ☒ Newspaper | ☐ Other _____ |
| ☐ Cable television | |

Did the information centre and staff help you understand more about the project?

- ☒ Yes
- ☐ No Please explain _____
- _____

Did the information package help you understand more about the project?

- ☒ Yes
- ☐ No Please explain _____
- _____

I am interested in this project because I am:

- ☒ a resident on or near Stone Church Road
- ☐ an owner of a business on or near Stone Church Road
- ☐ a person who uses Stone Church Road for transportation but does not live or work nearby
- ☐ other _____

I am interested in this project because I am a (check as many that apply):

- ☒ motorist
- ☒ pedestrian
- ☒ cyclist
- ☐ other _____

Please indicate the issues that are important to you:

☐ Ability to walk along or to cross Stone Church Road safely

Reasons: _____

☐ Ability to ride a bicycle safely on the road

Reasons: _____

☐ Location and number of bus stops

Reasons: _____

☐ Safety of school children walking along or crossing Stone Church Road

Reasons: _____

Location of Concern: _____

☐ Safety of senior citizens walking along or crossing Stone Church Road

Reasons: _____

Location of Concern: _____

Please indicate the bicycle route alternative that you prefer:

☐ A lane marked specifically for bicycles (designated lanes)

☐ A lane where bicycles and motorized vehicles share a wide curb lane (shared-use lane)

☐ Other _____

Reasons: _____

The Region prefers to reconstruct and widen Stone Church Road with curbs (3 or 4 lanes) for the entire length from Garth Street to Upper Mount Albion Road. Please comment below.

Not in agreement.

We don't want widening

We prefer to remain isolated

If, after this Information Centre, the Region decides to proceed with a road widening, the next stage in the project will be to choose between a 3 lane and a 4 lane widening. The following criteria will be used to compare the two options and will assist the Region in deciding which option to choose.

Please circle the criteria that you feel are most important for evaluating the alternative designs (3 lanes or 4 lanes):

Social

maintenance of residential character

historical resources

amount of property to be acquired by Region

Economic

construction costs

maintenance costs

area businesses and services

Natural/Physical

trees

water quantity

landfill site

Conservation Area

Transportation

pedestrian safety (walking along or crossing the road)

safe cycling provisions

efficient travel for vehicles/motorists

provision of standard road lane widths

Any others?

General Comments: _____

This whole process has the
appearance of a 'fait accompli' being
rammed down our throat against our
repeated objections.

CLASS ENVIRONMENTAL ASSESSMENT

for the

RECONSTRUCTION OF STONE CHURCH ROAD

from GARTH STREET
to UPPER MOUNT ALBION ROAD

PUBLIC INFORMATION CENTRE #1

November 29 & December 2, 1993

COMMENT SHEET

12-06-01

FILE No. 60.19-01.3	
PROJECT No. _____	
PROJECT OFFICE	
DEC - 8 1993	
DIRECTOR	APPR. BY
MAN. ENGR.	
PERM.	REF. TO
PLANN.	
FILE	FILED IN
Bent Angela	

How did you find out about the public information centre?

- ☒ Brochure
 ☐ Friends
- ☐ Newspaper
 ☐ Other _____
- ☐ Cable television

Did the information centre and staff help you understand more about the project?

- ☒ Yes To the best of their ability. Definitely
 were restricted to what they could answer.
- ☐ No Please explain _____

* Kept insisting they were there to hear and answer us. How
 seemed to only want to tell us what they wanted us to hear

Did the information package help you understand more about the project?

- ☒ Yes To a degree. I'm unsure on dates of
 all construction and why so much seems
☐ No Please explain _____
 to overlap unless this is a soft
 way to tell us the roads going (Region's) way
 regardless.

I am interested in this project because I am:

- ☒ a resident on or near Stone Church Road *This reason. *most Important!*
- ☐ an owner of a business on or near Stone Church Road
- ☐ a person who uses Stone Church Road for transportation but does not live or work
 nearby
- ☐ other _____

I am interested in this project because I am a (check as many that apply):

- ☒ motorist As a motorist I'm also concerned about
- ☒ pedestrian access to my home
- ☒ cyclist As a pedestrian able to cross the road
 safely, not ~~dog~~ running across several lanes
- ☐ other Cyclist is clear anywhere a separate
 path totally from the road is only answer

Please indicate the issues that are important to you:

- ☒ Ability to walk along or to cross Stone Church Road safely

Reasons: No one should have to walk along any road and if this is the case again widening only creates greater concern.

- ☒ Ability to ride a bicycle safely on the road

Reasons: As above, this question will always be considered a problem.

- ☐ Location and number of bus stops

Reasons: _____

- ☒ Safety of school children walking along or crossing Stone Church Road

Reasons: Children are using bus transportation as there are schools in outlying areas only.

Location of Concern: _____

- ☒ Safety of senior citizens walking along or crossing Stone Church Road

Reasons: Again this is a concern when we have a senior home in the area, however foot path and/or

Location of Concern: sidewalk is the answer not again a wider road.

Please indicate the bicycle route alternative that you prefer:

- ☐ A lane marked specifically for bicycles (designated lanes)

- ☐ A lane where bicycles and motorized vehicles share a wide curb lane (shared-use lane)

- ☒ Other A wide 4-5 ft Black top path

Reasons: would be suitable and proven safer and probably less expensive. Enough dollars are spent now on road projects incomplete or because they have been poorly planned.

The Region prefers to reconstruct and widen Stone Church Road with curbs (3 or 4 lanes) for the entire length from Garth Street to Upper Mount Albion Road. Please comment below.

The Region should consider and yes listen to what the residents are saying. It came to my attention on the Nov 29th

Public Info meeting the majority of people there were residents and definitely not for the widening of the road. On several

reasons which should be considered - Cost (1) why close Limeridge at Upper James this is a four lane street already and turn around and widen Stone Church to replace this?

(2) Why not continue with completion of Hwy 53 already exist hiway? (3) The expressway is only a few years off, so why

waste any more money creating another (convenient) to people outside of this neighbourhood way to the Mall! Are we going to just start going through everyones neighbourhood and decide it would be easier to use this route instead of that route? Even a 3 lane road is not the answer. I'm sure

we don't need turning lanes in everyones driveway. I'm all for turning lanes at main street crossing, pave existing

road and shoulders, but to even consider widening and storm drains I would have to go against the costly unnecessary

continued It seems to me the Region want a mini East-West expressway, but it shouldn't be at the expense of our neighbourhood we already have a major one running in our back yards.

If, after this Information Centre, the Region decides to proceed with a road widening, the next stage in the project will be to choose between a 3 lane and a 4 lane widening. The following criteria will be used to compare the two options and will assist the Region in deciding which option to choose.

Please circle the criteria that you feel are most important for evaluating the alternative designs (3 lanes or 4 lanes):

Social

maintenance of residential character
historical resources
amount of property to be acquired by Region

Economic

construction costs
maintenance costs
area businesses and services

Natural/Physical

trees
water quantity
landfill site
Conservation Area

Transportation

pedestrian safety (walking along or crossing the road)
safe cycling provisions
efficient travel for vehicles/motorists
provision of standard road lane widths

Any others?

General Comments: As far as environmental aspect - During the
spring and summer of 93 exhaust fumes from
cars and buses being re-routed on Stone Church from
W/Wellington & W/Wentworth Limeridge construction closing
made it impossible to ever open our front windows.

So please don't tell me widening this road won't
create more traffic. I live here and think maybe
I know a little more then the Region what it is
like to smell Carbon Monoxide from vehicles seeping
into our homes and yards, and believe me I sit
back off the road more then others. Tell me as
residents who will live here day and night not five
minutes of use on the road, don't have the right

CLASS ENVIRONMENTAL ASSESSMENT

for the

RECONSTRUCTION OF STONE CHURCH ROAD

from GARTH STREET
to UPPER MOUNT ALBION ROAD

BS

PUBLIC INFORMATION CENTRE #1

November 29 & December 2, 1993

COMMENT SHEET

How did you find out about the public information centre?

- | | |
|--|--------------------------------------|
| ☒ Brochure | ☐ Friends |
| ☐ Newspaper | ☐ Other _____ |
| ☐ Cable television | |

Did the information centre and staff help you understand more about the project?

- ☐ Yes
- ☐ No Please explain I didn't ask

Did the information package help you understand more about the project?

- ☒ Yes
- ☐ No Please explain _____

I am interested in this project because I am:

- ☒ a resident on or near Stone Church Road
- ☐ an owner of a business on or near Stone Church Road
- ☐ a person who uses Stone Church Road for transportation but does not live or work nearby
- ☐ other _____

I am interested in this project because I am a (check as many that apply):

- ☒ motorist
- ☒ pedestrian
- ☒ cyclist
- ☐ other my children ride their bikes to school

Please indicate the issues that are important to you:

☒ Ability to walk along or to cross Stone Church Road safely

Reasons: Presently we are unable to walk on the sidewalk due to their state of disrepair.

☒ Ability to ride a bicycle safely on the road

Reasons: As stated before our children ride their bikes to school every day

☐ Location and number of bus stops

Reasons: we rarely use the buses.

☒ Safety of school children walking along or crossing Stone Church Road

Reasons: We have six children and during the week safety is a concern.

Location of Concern: _____

☐ Safety of senior citizens walking along or crossing Stone Church Road

Reasons: _____

Location of Concern: _____

Please indicate the bicycle route alternative that you prefer:

☐ A lane marked specifically for bicycles (designated lanes)

☒ A lane where bicycles and motorized vehicles share a wide curb lane (shared-use lane)

☐ Other _____

Reasons: not, I believe it would be more cost efficient to integrate cars and bikes on the same wide lane.

The Region prefers to reconstruct and widen Stone Church Road with curbs (3 or 4 lanes) for the entire length from Garth Street to Upper Mount Albion Road. Please comment below.

I do not agree with the concept of 4 lanes because I want this part of Stone Church to remain a residential street and not a thoroughfare. A third lane used for left turns I would live with because of the safety for those turning left, and allowing other traffic to keep moving.

If, after this Information Centre, the Region decides to proceed with a road widening, the next stage in the project will be to choose between a 3 lane and a 4 lane widening. The following criteria will be used to compare the two options and will assist the Region in deciding which option to choose.

Please circle the criteria that you feel are most important for evaluating the alternative designs (3 lanes or 4 lanes):

Social

maintenance of residential character
historical resources
amount of property to be acquired by Region

Economic

construction costs
maintenance costs
area businesses and services

Natural/Physical

trees
water quantity
landfill site
Conservation Area

Transportation

pedestrian safety (walking along or crossing the road)
safe cycling provisions
efficient travel for vehicles/motorists
provision of standard road lane widths

Any others?

General Comments: _____

CLASS ENVIRONMENTAL ASSESSMENT

for the

1

RECONSTRUCTION OF STONE CHURCH ROAD

from GARTH STREET
to UPPER MOUNT ALBION ROAD

PUBLIC INFORMATION CENTRE #1

November 29 & December 2, 1993

COMMENT SHEET

FILE NO. _____
LETTER NO. 01-07-02
PROJECT OFFICE
JAN-7 1994
ANS. BY _____
REF TO _____
D BY _____
Best

FILE NO. _____
LETTER NO. _____
PROJECT C
JAN-7 1994
DIRECTION _____
MATERIAL _____
PRO. ENG. _____
PLUMBER _____
PAID _____
FILE _____

How did you find out about the public information centre?

- | | |
|---|---|
| ☐ Brochure | ☒ Friends |
| ☐ Newspaper | ☐ Other _____ |
| ☐ Cable television | |

Did the information centre and staff help you understand more about the project?

- ☐ Yes
- ☐ No Please explain _____

Did the information package help you understand more about the project?

- ☐ Yes
- ☐ No Please explain _____

I am interested in this project because I am:

- ☒ a resident on or near Stone Church Road
- ☐ an owner of a business on or near Stone Church Road
- ☐ a person who uses Stone Church Road for transportation but does not live or work nearby
- ☐ other _____

I am interested in this project because I am a (check as many that apply):

- ☒ motorist
- ☒ pedestrian
- ☒ cyclist
- ☐ other _____

Please indicate the issues that are important to you:

☒ Ability to walk along or to cross Stone Church Road safely.

Reasons: at present time there are no sidewalks
traffic is heavy

☒ Ability to ride a bicycle safely on the road

Reasons: I ride a bicycle & find it dangerous with
only 2 lanes

☐ Location and number of bus stops

Reasons: _____

☒ Safety of school children walking along or crossing Stone Church Road

Reasons: unsafe for children as cars sometimes
go over the shoulder of road where children walk

Location of Concern: _____

☒ Safety of senior citizens walking along or crossing Stone Church Road

Reasons: _____

Location of Concern: west & west of Upper Sherman

Please indicate the bicycle route alternative that you prefer:

☒ A lane marked specifically for bicycles (designated lanes)

☐ A lane where bicycles and motorized vehicles share a wide curb lane (shared-use lane)

☐ Other I prefer a bike lane but it not at least
Reasons: a wider curb lane - marked by signs

The Region prefers to reconstruct and widen Stone Church Road with curbs (3 or 4 lanes) for the entire length from Garth Street to Upper Mount Albion Road. Please comment below.

Good idea: Also stoplight needed at Upper Sherman.
Sidewalks and sewers.

Population largely increased along Stonechurch -
better roads & sidewalks needed to handle
increase in walkers & motorists & ~~and~~ cyclists.

If, after this Information Centre, the Region decides to proceed with a road widening, the next stage in the project will be to choose between a 3 lane and a 4 lane widening. The following criteria will be used to compare the two options and will assist the Region in deciding which option to choose.

Please circle the criteria that you feel are most important for evaluating the alternative designs (3 lanes or 4 lanes):

Social

maintenance of residential character
historical resources
amount of property to be acquired by Region

Economic

construction costs
maintenance costs
area businesses and services

Natural/Physical

trees
water quantity
landfill site
Conservation Area

Transportation

pedestrian safety (walking along or crossing the road)
safe cycling provisions
efficient travel for vehicles/motorists
provision of standard road lane widths

Any others?

General Comments: _____

CLASS ENVIRONMENTAL ASSESSMENT

for the

RECONSTRUCTION OF STONE CHURCH ROAD

from GARTH STREET
to UPPER MOUNT ALBION ROAD

PUBLIC INFORMATION CENTRE #1

November 29 & December 2, 1993

COMMENT SHEET

FILE No.	
LETTER No. 01-07-01	
PROJECT OFFICE	
JAN - 7 1994	
DIRECTOR	ANS. BY
MAN. ENG.	
PROJ. E.I.	REF. TO
PLANNING	FILED BY
PMS	

How did you find out about the public information centre?

- | | |
|--|--|
| ☒ Brochure | ☐ Friends |
| ☐ Newspaper | ☒ Other <u>MAILING</u> |
| ☐ Cable television | |

Did the information centre and staff help you understand more about the project?

- ☒ Yes
- ☐ No Please explain _____

Did the information package help you understand more about the project?

- ☐ Yes
- ☐ No Please explain _____

I am interested in this project because I am:

- ☒ a resident on or near Stone Church Road
- ☐ an owner of a business on or near Stone Church Road
- ☐ a person who uses Stone Church Road for transportation but does not live or work nearby
- ☐ other _____

I am interested in this project because I am a (check as many that apply):

- ☒ motorist
- ☒ pedestrian
- ☒ cyclist
- ☒ other my children cross Stonechurch to attend school + walk along

Please indicate the issues that are important to you:

☒ Ability to walk along or to cross Stone Church Road safely

Reasons: my children attend school across Stonechurch, they come home at lunch & I walk with them & walk my dog
- during winter there is no shoulder to walk on

☒ Ability to ride a bicycle safely on the road

Reasons: there are no sidewalks or road shoulders many pot holes & "puddles" (some "puddles" resemble ponds)

☒ Location and number of bus stops

Reasons: there aren't any bus stops - I would like to see an East-West Bus, that would suit my needs.

apparently there are but they are of no use to me.

☒ Safety of school children walking along or crossing Stone Church Road

Reasons: It is unsafe!! Currently the school board provides transportation in morning & night but we are under 1.6/1.2 km. if this stops due to Budget Restraints I expect the region to provide SAFE walkways
Location of Concern: and crossings before 1995
LOCATIONS - - RAMBO / NORMA JEAN STONECHURCH
- SHERMAN - STONECHURCH

☒ Safety of senior citizens walking along or crossing Stone Church Road

Reasons: - I HAVE WATCHED PEOPLE TRY TO CROSS SHERMAN AT THE 4-WAY STOP TO CATCH THE SHERMAN BUS - TRAFFIC WON'T LET THEM CROSS

Location of Concern: UPPER SHERMAN & STONECHURCH

Please indicate the bicycle route alternative that you prefer:

☒ A lane marked specifically for bicycles (designated lanes)

☐ A lane where bicycles and motorized vehicles share a wide curb lane (shared-use lane)

☒ Other I WILL ACCEPT ANYTHING BUT WOULD PROBABLY USE SIDEWALKS

Reasons: - WHEN BIKE LANES WERE TRIED DOWNTOWN THERE WERE ACCIDENTS - I'M NOT SURE IT'S SAFE UNLESS YOU RIDE FACING TRAFFIC

The Region prefers to reconstruct and widen Stone Church Road with curbs (3 or 4 lanes) for the entire length from Garth Street to Upper Mount Albion Road. Please comment below.

- I PREFER 3 LANES & AT ALL INTERSECTIONS LT. TURNING,
STRAIGHT THROUGH, & RT. TURNING.

If, after this Information Centre, the Region decides to proceed with a road widening, the next stage in the project will be to choose between a 3 lane and a 4 lane widening. The following criteria will be used to compare the two options and will assist the Region in deciding which option to choose.

Please circle the criteria that you feel are most important for evaluating the alternative designs (3 lanes or 4 lanes):

Social

maintenance of residential character
historical resources
amount of property to be acquired by Region

Economic

construction costs
maintenance costs
area businesses and services

Natural/Physical

trees
water quantity
landfill site
Conservation Area

Transportation

pedestrian safety (walking along or crossing the road)
safe cycling provisions
efficient travel for vehicles/motorists
provision of standard road lane widths

Any others?

General Comments: - TRAFFIC SIGNALS NEED TO BE INSTALLED IMMEDIATELY AT UPPER SHERMAN & STONECHURCH

- WITH THE CATHOLIC HIGH SCHOOL THERE ARE HIGH NUMBERS OF PEDESTRIANS FROM GAGE TO WENTWORTH, AND WE NEED TO HAVE WALKWAYS TEMP. INSTALLED UNTIL WE GET SIDEWALKS

- WITH THE OPENING OF THE FIRE STATION ON UPPER SHERMAN I AM ~~CONCERNED~~ CONCERNED THAT THEY MAY USE THE INTERSECTION SHERMAN AND STONECHURCH MORE AND I DON'T THINK THAT THE ROADS AND TRAFFIC CAN ALLOW THEM EFFICIENT ACCESS

- ELEANOR AVE. IS TO BE CLOSED AT STONECHURCH AND MADE INTO A COURT WITH ONLY PEDESTRIAN ACCESS TO STONECHURCH - THIS NEEDS TO BE INCORPORATED INTO YOUR PLANS AND BE COMPLETED AT THE SAME TIME

- AT DARTNALL ROAD FACING STONECHURCH THE OLD RAILWAY BRIDGE OBSTRUCTS YOUR VIEW

- A STREET LEVEL ACCESS TO THE ABANDONED RAILWAY & NEW BIKE PATH WOULD BE APPRECIATED

- I WANT TO STRESS AGAIN THAT I AM VERY CONCERNED ABOUT CHILDREN BEING UNABLE TO REACH SCHOOLS SAFELY, BECAUSE OF A LACK OF TRAFFIC SIGNALS, SIDEWALKS, EVEN CURBS, IN THE AREAS OF GAGE & EAST TO GARTH ST.

CLASS ENVIRONMENTAL ASSESSMENT

for use

RECONSTRUCTION OF STONE CHURCH ROAD

from GARTH STREET
to UPPER MOUNT ALBION ROAD

PUBLIC INFORMATION CENTRE #1

November 29 & December 2, 1993

COMMENT SHEET

FILE NO.	
JAN - 5 1994	
PROJECT OFFICE	
DATE	TIME
NAME	DATE
PHONE	DATE
ADDRESS	DATE
CITY	DATE
STATE	DATE
COUNTRY	DATE

How did you find out about the public information centre?

- ☐ Brochure
 ☐ Friends
 ☒ Newspaper
 ☐ Other _____
 ☐ Cable television

Did the information centre and staff help you understand more about the project?

- ☒ Yes
 ☐ No Please explain _____

Did the information package help you understand more about the project?

- ☒ Yes
 ☐ No Please explain _____

I am interested in this project because I am

- ☒ a resident on or near Stone Church Road
 ☐ an owner of a business on or near Stone Church Road
 ☐ a person who uses Stone Church Road for transportation but does not live or work nearby
 ☐ other _____

I am interested in this project because I am a _____

- ☐ politician
 ☐ businessman
 ☐ engineer
 ☐ other _____

Please indicate the issues that are important to you:

☒ Ability to walk along or to cross Stone Church Road safely

Reasons: _____

☐ Ability to ride a bicycle safely on the road

Reasons: _____

☐ Location and number of bus stops

Reasons: _____

☐ Safety of school children walking along or crossing Stone Church Road

Reasons: _____

Location of Concern: _____

☐ Safety of senior citizens walking along or crossing Stone Church Road

Reasons: _____

Location of Concern: _____

Please indicate the bicycle route alternative that you prefer:

☐ A lane marked specifically for bicycles (designated lanes)

☐ A lane where bicycles and motorized vehicles share a wide curb lane (shared-use lane)

☐ Other none at all

Reasons: _____

The Region prefers to reconstruct and widen Stone Church Road with curbs (3 or 4 lanes) for the entire length from Garth Street to Upper Mount Albion Road. Please comment below.

The rural flavour, between Gaulth St and Wellington "will be lost". One of the very few remaining on the mountain. We feel that due to present economic conditions a major expenditure of this kind is not necessary.

If, after this Information Centre, the Region decides to proceed with a road widening, the next stage in the project will be to choose between a 3 lane and a 4 lane widening. The following criteria will be used to compare the two options and will assist the Region in deciding which option to choose.

Please circle the criteria that you feel are most important for evaluating the alternative designs (3 lanes or 4 lanes):

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maintenance costs
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Natural/Physical

trees
water quantity
landfill site
Conservation Area

Transportation

pedestrian safety (walking along or crossing the road)
safe cycling provisions
efficient travel for vehicles/motorists
provision of standard road lane widths

Any others?

General Comments:

Alternative A is the only
logical design if it is necessary to
proceed at all
Side walks between South & Upper Jones
are not necessary. Present walk gets
very little use. The expense to residents
in this area would be a burden. ^{residents} to already
high x
It would be much more logical to widen Hwy 53
rather than make a Hwy out of Stonechurch Rd. !!!

44

FILE No. <u>60-19,013</u>	
ENTER No. <u>0111-03</u>	
ROAD PROJECT OFFICE	
JAN 1 1954	
RECEIVED	ANS. BY
MAN. DIV.	
DEPOS. DIV.	REF. TO
RECORDS	<i>[Signature]</i>
INDEX	FILED BY

from GARTH STREET
to UPPER MOUNT ALBION ROAD

November 29 & December 2, 1993

How did you find out about the public information centre?

- Did the information centre and staff help you understand more about the project?

- Did the information package help you understand more about the project?

- I am interested in this project because I am:

- I am interested in this project because I am a (check as many that apply):

- ☒ motorist
☒ pedestrian
☒ cyclist
☒ other Owner

Please indicate the issues that are important to you:

☒ Ability to walk along or to cross Stone Church Road safely

Reasons: Residential area, children use
this area

☐ Ability to ride a bicycle safely on the road

Reasons: _____

☒ Location and number of bus stops

Reasons: Keep to a minimum as this is residential
area.

☒ Safety of school children walking along or crossing Stone Church Road

Reasons: Plenty of res → children.

Location of Concern: Between Upper Tans → West 5th

☐ Safety of senior citizens walking along or crossing Stone Church Road

Reasons: _____

Location of Concern: _____

Please indicate the bicycle route alternative that you prefer:

☐ A lane marked specifically for bicycles (designated lanes)

☐ A lane where bicycles and motorized vehicles share a wide curb lane (shared-use lane)

☒ Other Keep road as undesirable to cars as

Reasons: large volume allowing bicycles to use

The Region prefers to reconstruct and widen Stone Church Road with curbs (3 or 4 lanes) for the entire length from Garth Street to Upper Mount Albion Road. Please comment below.

With Concession, Fennell, Howhawk, the expressway
they and Hwy 53 all being major arteries
for transportation, I would like to see
Stonechurch designed to keep vehicular
traffic to a minimum as it is mainly
residential in pop.

If, after this Information Centre, the Region decides to proceed with a road widening, the next stage in the project will be to choose between a 3 lane and a 4 lane widening. The following criteria will be used to compare the two options and will assist the Region in deciding which option to choose.

Please circle the criteria that you feel are most important for evaluating the alternative designs (3 lanes or 4 lanes):

Social

maintenance of residential character
historical resources
amount of property to be acquired by Region

Economic

construction costs
maintenance costs
area businesses and services

Natural/Physical

trees
water quantity
landfill site
Conservation Area

Transportation

pedestrian safety (walking along or crossing the road)
safe cycling provisions
efficient travel for vehicles/motorists
provision of standard road lane widths

Any others?

General Comments: _____

45

CLASS ENVIRONMENTAL ASSESSMENT

for the

RECONSTRUCTION OF STONE CHURCH ROAD

from GARTH STREET
to UPPER MOUNT ALBION ROAD

PUBLIC INFORMATION CENTRE #1
November 29 & December 2, 1993

FILE No. _____	
LETTER No. <u>01-11-05</u>	
PROJECT OFFICE	
JAN 11 1993	
DIRECTOR	ANLS. BY
COMM. ENG.	
PROJ. EN.	
PLANNING	
PMS	FILED BY

BB

COMMENT SHEET

How did you find out about the public information centre?

- ☒ Brochure ☐ Friends
☐ Newspaper ☐ Other _____
☐ Cable television

Did the information centre and staff help you understand more about the project?

- ☒ Yes
☐ No Please explain The reality seems to be that the region plans to go ahead with this project regardless of previous work already done in certain areas and the residential nature of Stone Church Road.

Did the information package help you understand more about the project?

- ☒ Yes
☐ No Please explain There are APPARENTLY OPTIONS!

I am interested in this project because I am:

- ☒ a resident on or near Stone Church Road
☐ an owner of a business on or near Stone Church Road
☐ a person who uses Stone Church Road for transportation but does not live or work nearby
☐ other _____

I am interested in this project because I am a (check as many that apply):

- ☒ motorist
☒ pedestrian
☒ cyclist
☐ other Resident with a family!

Please indicate the issues that are important to you:

☒ Ability to walk along or to cross Stone Church Road safely

Reasons: this is a residential neighbourhood I have lived in for many (45) years and consider it as such

☒ Ability to ride a bicycle safely on the road

Reasons: it is important to be able, as a family, to ride in our neighbourhood safely as an "alternate" means of transportation

☐ Location and number of bus stops

Reasons: There are virtually no stops on the street at the time although not-in-service buses use the road daily.

☐ Safety of school children walking along or crossing Stone Church Road

Reasons: with no sidewalk & this being our family residence the speed of traffic is a concern.

Location of Concern: Steele Rd → St 5th

☒ Safety of senior citizens walking along or crossing Stone Church Road

Reasons: ① a large residence at Upper Wellington
② many long time residents continue to live on the road.

Location of Concern: Wellington → St 5th

Please indicate the bicycle route alternative that you prefer:

☐ A lane marked specifically for bicycles (designated lanes)

☒ A lane where bicycles and motorized vehicles share a wide curb lane (shared-use lane)

☐ Other _____

Reasons: _____

The Region prefers to reconstruct and widen Stone Church Road with curbs (3 or 4 lanes) for the entire length from Garth Street to Upper Mount Albion Road. Please comment below.

I believe the region has again used Stone Church Rd (previously called "Prestige Residential" as a scapegoat for other development. Rimnidge is already a four-lane road & should continue to be so. Highway #5-3 should be just that - a highway - where there is already mostly commercial use. Stone Church need not be widened especially due to the rather (hopefully) imminent opening of the East-West Red Hill

If, after this Information Centre, the Region decides to proceed with a road widening, the next stage in the project will be to choose between a 3 lane and a 4 lane widening. The following criteria will be used to compare the two options and will assist the Region in deciding which option to choose.

Please circle the criteria that you feel are most important for evaluating the alternative designs (3 lanes or 4 lanes):

Social

maintenance of residential character
historical resources
amount of property to be acquired by Region

Economic

construction costs
maintenance costs
area businesses and services

Natural/Physical

trees
water quantity
landfill site
Conservation Area

Transportation

pedestrian safety (walking along or crossing the road)
safe cycling provisions
efficient travel for vehicles/motorists
provision of standard road lane widths

Any others?

General Comments:

① In view of the fact that the speed is not even monitored along Stone Church, a widening would only make our road more hazardous. ② The planning of this city is abhorrent as our section, in particular, of Stone Church Rd has been re-constructed approximately 4-5 x in the past 20 years. Surely this is not planning! Perhaps the over building on small lots therefore making the congestion is the problem & not the width of Stone Church Road.

CLASS ENVIRONMENTAL ASSESSMENT

for the

RECONSTRUCTION OF STONE CHURCH ROAD

from GARTH STREET
to UPPER MOUNT ALBION ROAD

PUBLIC INFORMATION CENTRE #1

November 29 & December 2, 1993

COMMENT SHEET

FILE No. _____	
LETTER No. <u>0112-02</u>	
PROJECT OFFICE	
JAN 12 1994	
DIRECTOR	ANS. BY
MIN. ENCL	
PROJ. ENG	REF. TO
PLANNING	
FILE	FILED BY

How did you find out about the public information centre?

- ☒ Brochure
 ☒ Friends
 ☐ Newspaper
 ☐ Other _____
 ☐ Cable television

Did the information centre and staff help you understand more about the project?

- ☒ Yes
 ☐ No Please explain _____

Did the information package help you understand more about the project?

- ☒ Yes
 ☐ No Please explain _____

I am interested in this project because I am:

- ☒ a resident on ~~Stone~~ Stone Church Road
 ☐ an owner of a business on or near Stone Church Road
 ☐ a person who uses Stone Church Road for transportation but does not live or work nearby
 ☐ other _____

I am interested in this project because I am a (check as many that apply):

- ☒ motorist
 ☒ pedestrian
 ☒ cyclist
 ☐ other _____

Please indicate the issues that are important to you:

☒ Ability to ~~walk along or~~ cross Stone Church Road safely

Reasons: I would like to cross Stone Church Rd safely to visit other areas when walking with my dog

☐ Ability to ride a bicycle safely on the road

Reasons: _____

☐ Location and number of bus stops

Reasons: _____

☒ Safety of school children walking along or crossing Stone Church Road

Reasons: No person would put a vulnerable child across Stone Church Rd.

Location of Concern: Turna Jean

☒ Safety of senior citizens walking along or crossing Stone Church Road

Reasons: Crossing Stone Church Rd, traffic moves fast. No citizen is not!

Location of Concern: Turna Jean

Please indicate the bicycle route alternative that you prefer:

☐ A lane marked specifically for bicycles (designated lanes)

☐ A lane where bicycles and motorized vehicles share a wide curb lane (shared-use lane)

☐ Other _____

Reasons: _____

The Region prefers to reconstruct and widen Stone Church Road with curbs (3 or 4 lanes) for the entire length from Garth Street to Upper Mount Albion Road. Please comment below.

I live on Stone Church Rd, long at the corner of Turna Jean (2 lanes + a turning lane). When I approach my driveway from the east, I must cross a double line and one lane of traffic. To cross two lanes of traffic would be dangerous & almost impossible. I would like to see a four lane road, even with a light. Traffic is heavy now, going up S.E. from A road to Stony Creek. I would like to create a super highway.

If, after this Information Centre, the Region decides to proceed with a road widening, the next stage in the project will be to choose between a 3 lane and a 4 lane widening. The following criteria will be used to compare the two options and will assist the Region in deciding which option to choose.

Please circle the criteria that you feel are most important for evaluating the alternative designs (3 lanes or 4 lanes):

Social

maintenance of residential character

historical resources

amount of property to be acquired by Region

Economic

construction costs

maintenance costs

area businesses and services

Natural/Physical

trees

water quantity

landfill site

Conservation Area

Transportation

pedestrian safety (walking along or crossing the road)

safe cycling provisions

efficient travel for vehicles/motorists

provision of standard road lane widths

Any others?

General Comments:

As one of the fixed residents of Stone Church Rd. I would like to take part in its development. Considerable land has been taken from me for sidewalks & road allowances. My property is shrinking. I question if my rights as a landowner are fully considered. I moved here over 40 years ago to enjoy green fields, trees & friendly neighbours, not fast moving heavily congested traffic on 4 lane highway (or 5 lanes). For many years I have suffered new homes being built around me. None built & trees have preserved the area for years. The trees are being replaced with more & more land for traffic. My vision of 2020, well controlled residential traffic & access to the neighbourhood. Your vision of 2020 appears to be "more the traffic" & you plan to open up our park from R. Webster to Stone Church. To more widening, fast lanes of traffic. Our trees that give coolness, a sense of relaxation are to be removed. Where is the beauty of a country road? Hwy (Rymal Road) #53 is not considered as this artery. #53 has been the commercial building that Stone Church & has always been considered a highway. Move your 4 & 5 lanes to #53 Highway. If the Hamilton is fairly the public in its vision of 2020.

CLASS ENVIRONMENTAL ASSESSMENT

for the

RECONSTRUCTION OF STONE CHURCH ROAD

from GARTH STREET
to UPPER MOUNT ALBION ROAD

PUBLIC INFORMATION CENTRE #1
November 29 & December 2, 1993

COMMENT SHEET

How did you find out about the public information centre?

- | | |
|--|--------------------------------------|
| ☒ Brochure | ☐ Friends |
| ☐ Newspaper | ☐ Other _____ |
| ☐ Cable television | |

Did the information centre and staff help you understand more about the project?

- ☐ Yes
- ☐ No Please explain yes
- _____

Did the information package help you understand more about the project?

- ☐ Yes
- ☐ No Please explain yes
- _____

I am interested in this project because I am:

- ☒ a resident on or near Stone Church Road
- ☐ an owner of a business on or near Stone Church Road
- ☐ a person who uses Stone Church Road for transportation but does not live or work nearby
- ☐ other _____

I am interested in this project because I am a (check as many that apply):

- ☒ motorist
- ☒ pedestrian
- ☒ cyclist
- ☐ other _____

Please indicate the issues that are important to you:

☐ Ability to walk along or to cross Stone Church Road safely

Reasons: _____

☐ Ability to ride a bicycle safely on the road

Reasons: _____

☐ Location and number of bus stops

Reasons: _____

☐ Safety of school children walking along or crossing Stone Church Road

Reasons: _____

Location of Concern: _____

☐ Safety of senior citizens walking along or crossing Stone Church Road

Reasons: _____

Location of Concern: _____

Please indicate the bicycle route alternative that you prefer:

☐ A lane marked specifically for bicycles (designated lanes)

☒ A lane where bicycles and motorized vehicles share a wide curb lane (shared-use lane)

☐ Other _____

Reasons: _____

The Region prefers to reconstruct and widen Stone Church Road with curbs (3 or 4 lanes) for the entire length from Garth Street to Upper Mount Albion Road. Please comment below.

See Attached letter

CLASS ENVIRONMENTAL ASSESSMENT

for the

RECONSTRUCTION OF STONE CHURCH ROAD

from GARTH STREET
to UPPER MOUNT ALBION ROAD

PUBLIC INFORMATION CENTRE #1
November 29 & December 2, 1993

COMMENT SHEET

60.19.01.3

FILE NO.	
LETTER NO. 01-14-07	
PROJECT OFFICE	
JAN 14 1994	
DIRECTOR	APPR. BY
IN CH.	
REVIEW	REF. TO
REVIEW	
BMS	PLANNED BY

How did you find out about the public information centre?

- | | |
|--|--------------------------------------|
| ☒ X Brochure | ☐ Friends |
| ☐ Newspaper | ☐ Other _____ |
| ☐ Cable television | |

Did the information centre and staff help you understand more about the project?

- ☒ X Yes
- ☐ No Please explain _____

Did the Information package help you understand more about the project?

- ☒ X Yes
- ☐ No Please explain _____

I am interested in this project because I am:

- ☒ X a resident on or near Stone Church Road
- ☐ an owner of a business on or near Stone Church Road
- ☐ a person who uses Stone Church Road for transportation but does not live or work nearby
- ☐ other _____

I am interested in this project because I am a (check as many that apply):

- ☒ X motorist
- ☒ X pedestrian
- ☐ cyclist
- ☐ other _____

Please indicate the issues that are important to you:

☒ Ability to walk along or to cross Stone Church Road safely

Reasons: I walk for exercise and I cross this street at
U Wellington and U Wentworth.

☐ Ability to ride a bicycle safely on the road

Reasons: _____

☒ Location and number of bus stops

Reasons: Buses stopping in the roadway inhibit the flow of traffic,

You can see examples of this on U Sherman U Wentworth U Wellington
between Limeridge and Stonechurch. We will need to remove the buses
from the flow of traffic as we have done on Mowhawk.

☒ Safety of school children walking along or crossing Stone Church Road

Reasons: Arn't we all?

Location of Concern: _____

☐ Safety of senior citizens walking along or crossing Stone Church Road

Reasons: _____

Location of Concern: _____

Please indicate the bicycle route alternative that you prefer:

☐ A lane marked specifically for bicycles (designated lanes)

☐ A lane where bicycles and motorized vehicles share a wide curb lane (shared-use lane)

☒ Other A lane of lanes that are grade separate from the roadway.

Reasons: This is the only way bicycles will travel safely along this
road. This is both for the safety of the cyclist as well as the
safety of motor traffic moving in both directions. This safety feature
will also serve to increase the use of bicycles along this corridor.

The Region prefers to reconstruct and widen Stone Church Road with curbs (3 or 4 lanes) for the entire length from Garth Street to Upper Mount Albion Road. Please comment below.

When I left the meeting on Dec 2 I was convinced a 2 lane road with a turn lane would be the best alternative.

Since that meeting I have given the idea a lot of thought and changed my thinking based on the following: 1/ my belief that the following east/west roads are already too congested Concession, Kennell, Limeridge, Stonechurch and 53 Hwy, between U, James and U. Ottawa; 2/ the imminent closure of Limeridge as a through street; 3/ my belief that the east/west portion of the beltway will not be the panacea of traffic relief that seemed the belief of the people running the meeting; 4/ buses stopping at bus stops will continue to inhibit the flow of traffic; 5/ socially, the road has become a highway with the noise, activity, hassle etc., and whether there are 3 or 4 or 6 lanes it will not alter the area. It has become a social wasteland. Based on the above I now believe we need to aid the east/west flow of traffic.

I believe the community would be best served with a four lane roadway, with a grade separate bicycle path and pedestrian paths. I further agree with

the consensus of the Dec 2 meeting that this should be done as economically as possible.

If, after this Information Centre, the Region decides to proceed with a road widening, the next stage in the project will be to choose between a 3 lane and a 4 lane widening. The following criteria will be used to compare the two options and will assist the Region in deciding which option to choose.

Please circle the criteria that you feel are most important for evaluating the alternative designs (3 lanes or 4 lanes):

Social Of the following group I've noted #1 is the most important and rest follow in sequence maintenance of residential character

historical resources

amount of property to be acquired by Region

Economic

4 construction costs

5 maintenance costs

area businesses and services

Natural/Physical

6 trees

water quantity

landfill site

Conservation Area

Transportation

3 pedestrian safety (walking along or crossing the road)

safe cycling provisions

1 efficient travel for vehicles/motorists

2 provision of standard road lane widths

Any others?

General Comments: Stonechurch road has no significant social character.

The road is very busy all the time and particularly busy at rush hours and in the evenings. The individuals who ran the meeting and who did not live in the area also recognized how busy the road is during the evenings.

The problem stems from poor planning. We have continued to allow lots access to Stonechurch road. In developing areas, for example south of 53 Hwy we should insist on reverse frontages on through streets. That would allow these type of roadways to be developed with a wider focus than having to deal with the problems of individual access to a main artery.

Home owners

CLASS ENVIRONMENTAL ASSESSMENT

for the

RECONSTRUCTION OF STONE CHURCH ROAD

from GARTH STREET
to UPPER MOUNT ALBION ROAD

PUBLIC INFORMATION CENTRE #1
November 29 & December 2, 1993

COMMENT SHEET

FILE No. _____	
LETTER No. <u>02-17-04</u>	
PROJECT OFFICE	
FEB 17 1994	
DIRECTOR	ANS. BY
MAN. ENG.	
PROJ. ENG.	TO
PLANNING	FILED BY
PMS	
<i>Angela</i>	<i>[Signature]</i>

How did you find out about the public information centre?

- | | |
|--|--------------------------------------|
| ☒ Brochure | ☐ Friends |
| ☐ Newspaper | ☐ Other _____ |
| ☐ Cable television | |

Did the information centre and staff help you understand more about the project?

- ☒ Yes
- ☐ No Please explain _____

Did the information package help you understand more about the project?

- ☒ Yes
- ☐ No Please explain _____

I am interested in this project because I am:

- ☒ a resident on or near Stone Church Road
- ☐ an owner of a business on or near Stone Church Road
- ☐ a person who uses Stone Church Road for transportation but does not live or work nearby
- ☐ other _____

I am interested in this project because I am a (check as many that apply):

- ☒ motorist
- ☒ pedestrian
- ☐ cyclist (*WOUNDED*)
- ☐ other _____

Please indicate the issues that are important to you:

☒ Ability to walk along or to cross Stone Church Road safely

Reasons: _____

☒ Ability to ride a bicycle safely on the road

Reasons: _____

☐ Location and number of bus stops

Reasons: _____

☐ Safety of school children walking along or crossing Stone Church Road

Reasons: _____

Location of Concern: _____

☒ Safety of senior citizens walking along or crossing Stone Church Road

Reasons: _____

Location of Concern: _____

Please indicate the bicycle route alternative that you prefer:

☒ A lane marked specifically for bicycles (designated lanes)

☐ A lane where bicycles and motorized vehicles share a wide curb lane (shared-use lane)

☐ Other _____

Reasons: _____

The Region prefers to reconstruct and widen Stone Church Road with curbs (3 or 4 lanes) for the entire length from Garth Street to Upper Mount Albion Road. Please comment below.

PREFER 3 Lanes with curbs -

If, after this Information Centre, the Region decides to proceed with a road widening, the next stage in the project will be to choose between a 3 lane and a 4 lane widening. The following criteria will be used to compare the two options and will assist the Region in deciding which option to choose.

Please circle the criteria that you feel are most important for evaluating the alternative designs (3 lanes or 4 lanes):

Social

maintenance of residential character

historical resources

amount of property to be acquired by Region

Economic

construction costs

maintenance costs

area businesses and services

Natural/Physical

trees

water quantity

landfill site

Conservation Area

Transportation

pedestrian safety (walking along or crossing the road)

safe cycling provisions

efficient travel for vehicles/motorists

provision of standard road lane widths

Any others?

General Comments: _____



COMMENTS

Are there any features we did not identify?

Do you have comments about features that have been identified?

Why are the first 6 oaks on the S side of Stonechurch
just west of Vellington not mentioned?

Why are no trees of significance between 146 + 78 Stone
Church Rd. E.?

- WHY KNOW sidewalks on the NORTH SIDE OF Street
ie (Children cross for access to Park & Pool area)

- WHY SPEED^{Limit} signs cannot be posted #1 Problem!

- Extra lanes will only increase traffic not nec - when
expressway runs in behind.

* There is a unmarked cheater turn lane on BARTON STONE
CHURCH SIDE. When several cars with left turn to onto St James
cars use cheater lane and do not turn. - Go STRAIGHT TR0464
- the next car in regular lane goes STRAIGHT through.
So now we have double cars going straight through.
DANGEROUS for pedestrians on corner. NEEDS IMMEDIATE
ATTENTION.!

Yes!



COMMENTS

Are there any features we did not identify?

Do you have comments about features that have been identified?

Mount Hamilton Senior Centre" is actually
"The Wellington Stone"

- NO-NO-NO to urban 3/4 lanes - only reconstruction
because not needed with expressway & a waste of taxpayers
money - also too many seniors walking - speeds will
increase & someone's going to be killed.

Yes to bicycle lanes

Seniors at Ebenezer Villa ^{337 STONE CHURCH E} need sidewalks
on their side of street. Wheel chairs
must cross busy street to access walks

- stop lights at intersection of Sherman & Stonechurch
- sidewalks .



COMMENTS

Are there any features we did not identify?

Do you have comments about features that have been identified?

FRONT OF 180^{W.} STONECHURCH - LARGE MAPLE ON CORNER
OF STONECHURCH & CHESLEY - SIGNIFICANT 36

Trees AT # 77 - 83 - 89 Stone Church!!

Tree on 614 Stone Church be left alone
Only want 2 lane residential.

- access to the abandon rail line for bikes
to continue to King's Forest new bike path

TRUCK ROUTE SHOULD BEGIN AT OTTAWA ST AND
INCLUDE SECTIONS EAST OF OTTAWA ONLY.

Project Update

on the Stone Church Road Reconstruction Study

Spring 1994



A Newsletter by the Roads Department of the Regional Municipality of Hamilton-Wentworth

The Roads Department is carrying out a study of Stone Church Road between Garth Street and east of Upper Mount Albion Road. The purpose of the study is to identify improvements that should be made to the road and to develop a plan for the road that will be constructed in stages.

The public was invited to find out more about the study late last year. Over 100 people attended information centres held on November 29th and December 2nd, 1993. Fifty-seven people filled out comment sheets, called or wrote us with their comments on the project. The purpose of this newsletter is to provide you with an update on the results of the public information centres and to offer you the opportunity to become involved in the project again. (see back page)

YOU TOLD US

- The community is strongly opposed to major widening of the road.
- The residential character of the road is important and high volumes of traffic on wide roads will destroy this character.
- Improvements to the road should be made to make walking along the road and crossing the road as safe as possible, including new sidewalks and improved intersections.

WHAT WE ARE RECOMMENDING

After the Information Centres we re-examined the three options that were presented:

- 1) Do nothing (regular maintenance).
- 2) Rebuild as a 2 lane road with ditches.
- 3) Rebuild as a 3 or 4 lane road with curbs and gutters.

All options would have the following features:

- Sidewalks on both sides of the road.
- Intersection improvements.

Options 2 and 3 would also have:

- Wider curb lanes or marked lanes on the road to make it easier for bicycles to use the road.

You suggested that we also look at building a 2 lane road with curbs and gutters. This option is being evaluated in the next phase of the study.

As we indicated at the Information Centre, Option 3 (to rebuild the road with curbs and gutters) is preferred for the following reasons:

- Stone Church Road serves mainly urban residential communities and although it is not expected to be a major east-west road in the same way as Rymal Road, it is still a Regional road and should not be built to rural road standards.
- It is more effective to construct and maintain a road with curbs and gutters because stormwater can be controlled easier and maintenance costs are higher for culverts, ditches and gravel shoulders.
- The impacts to trees will be similar with all options mainly due to sidewalk construction.
- A landscaping plan can be developed and implemented in conjunction with interested and/or affected members of the community.

The following pages outline the major issues that were raised in the first phase of the project. If you had concerns about the impacts of road work on your property, we can address these concerns in the next phase of the study after we make a decision on the type of road construction.

You asked us

We received lots of questions. Here are some samples of the most commonly asked questions.

Why does the Region want to widen this road?

The Roads Department identified a number of problems with the road between Garth Street and Upper Mount Albion Road:

- Some parts of the road are very rough (pot holes) and need repaving and reconstruction.
- Poor stormwater drainage (no ditches in some areas, unmaintained ditches in other areas).
- Lane widths are narrow where there are ditches.
- Some intersections need signals and left turn lanes.

Comments received from the public confirmed these problems and in addition, a number of other problems were identified. Widening of the road through the addition of lanes is being examined as a way of solving traffic problems such as left turns at intersections and driveways.

How does Stone Church Road fit into the overall road network on the Upper Mountain?

Stone Church Road is a Regional road like Mohawk Road and Rymal Road. However, not all Regional roads serve the same function. The Roads Department has reviewed the function of Stone Church Road accounting for:

- The residential character of the area.
- Expected changes in traffic volumes following the opening of the Expressway and the closure of Limeridge Road in 1998, and improvements to Rymal Road (a Class Environmental Assessment study on Rymal Road has started).

A regional transportation review is currently underway which will produce a strategic transportation plan that will include the roads on the mountain. At this point, the Roads Department sees Stone Church Road continuing to be classified as a Regional road but serving a much lower volume of traffic than Mohawk Road or Rymal Road. It should reflect the residential character of the area by building sidewalks and ensuring that cyclists can ride more safely on the road.



Speeding is a problem on the road now. Will widening or improving the road make speeding worse?

According to spot speed studies conducted by the City of Hamilton Traffic Department, median speeds on Stone Church Road are in the range of 55 to 60 km/h. This is a typical

median speed for most Regional roads in the City of Hamilton, including those constructed to a higher design standard. Therefore, there is no reason to expect that the reconstruction will significantly affect travel speeds.

Will it be easier to get into and out of driveways after the reconstruction?

Yes! Unless the present two-lane road is maintained, any additional lanes will assist in driveway access. A center turn lane will ease movements to and from driveways because it can be used as an acceleration and deceleration lane for left turning traffic. Also, any added through lanes will create more gaps in traffic.

Will the intersections, especially at Upper Sherman Avenue, Upper James Street, Nebo Road, Pritchard Road and Dartnall Road, be improved?

Yes! Regardless of the reconstruction option that is selected, improvements to these intersections are anticipated. Furthermore, the Traffic Department supports the installation of a traffic signal at Stone Church Road and Upper Sherman Avenue. However, in order to make the most efficient use of public funds and to address the impacts of this reconstruction, the installation should be coordinated with reconstruction of the entire road.



Will there be any changes to the bus routes and frequency?

Route and frequency changes can be made, if warranted by customer demand. During reconstruction some routes may be changed temporarily.

Will there be more bus shelters and paved waiting areas?

Requests for bus shelters are evaluated and ranked each March and a limited number of shelters are installed by H.S.R. the following October. Shelter requests can be made by phoning the H.S.R. at 528-4200. Existing bus shelters will be retained, where possible. Concrete landing pads will be installed at bus stops as part of the road reconstruction.

Aren't buses a major polluter? Maybe bus routes should be removed?

A recent air quality assessment concluded that H.S.R. buses contribute less than 1% to overall Hamilton-Wentworth regional pollutant levels. The use of Compressed Natural Gas

(CNG) vehicles can help us to reduce this already impressive statistic. H.S.R. currently has 40 CNG buses in service. As older, diesel-powered vehicles are removed from service, they are replaced with clean CNG buses. Convenient, accessible public transit can reduce the number of cars on the road, thereby decreasing exhaust fumes, congestion and noise.



The lack of sidewalks, crosswalks and signalized intersections make it very difficult for seniors, students walking to

school and anyone who wants to walk on this road. Won't wider roads make it more difficult to cross the road?

Not necessarily. The reconstructed road can include new or improved sidewalks. Crossing the road will be easier when intersections are signalized. In addition, if a center turn lane is included in the reconstructed road then it could serve as a pedestrian refuge area which means the pedestrian only has to cross one direction of traffic at a time. Finally, any additional through lanes will create more gaps in traffic which should assist pedestrians in crossing the road.



Providing space for bicycles on the road is a good idea, but is it safe? Should my children cycle on the road?

The Regional Road Network supports bicycle use on the road because cycling is an efficient way to get from one point to another - for work, shopping or school. Cycling on the road is not recommended for small children!

Providing extra space on the road by a marked lane or by widening the curb lane is safer than bicycles using a standard width curb lane. However, there is no data to show that riding in a marked lane is safer than riding in a wider curb lane. There are advantages and disadvantages to each. The Regional Council supports through Vision 2020 accommodating bicycles to give people more choices for travelling around the City and Region.

Can you build a bicycle path beside the sidewalk?

Although some communities in southwest Ontario have constructed bike paths within the boulevard (ie. behind the curb), it is not recommended for the following reasons:

- Bicycles are vehicles under the Highway Traffic Act and therefore should be operating on the road.

- Motorists do not expect cyclists in the boulevard at intersections and driveways resulting in bike/vehicle accidents.
- It conflicts with utility poles, etc.
- It may encourage wrong-way riding.
- Bicycle paths are best in their own right-of-way.

Would a bicycle route on Stone Church Road be similar to the bicycle routes which were on Main/King Street West?

The traffic conditions are quite different:

- Main/King Streets are major arterials carrying high through traffic volumes on one-way streets
- The traffic volumes on Stone Church Road are approximately one-quarter of those on Main/King Street.
- Stone Church Road serves mainly residential communities.



What will happen to the trees along Stone Church Road if the road is widened?

Sidewalks can be built with any option. All options have the potential to damage trees or require some tree removal due to sidewalk construction.

The design of the reconstructed road will include tree planting or relocation and landscaping. 2.5% of the capital road program budget is dedicated to landscaping.

Where trees have been identified as valuable by the Region's tree expert or by the adjacent resident, the Region will attempt to relocate or save the tree. However, this may not always be possible.



Will reconstruction of the road affect our property taxes?

The cost of a regional road reconstruction project is paid for by all taxpayers in the Region. However, if parts of the work are constructed under the Local Improvement Act, adjacent property owners may have to contribute to the costs. This is typically done for sidewalks. If you require more specific information on this please contact:

Reg Meiers, Operations Engineer
Public Works Department
City of Hamilton
71 Main Street West, 4th Floor
Hamilton L8N 3T4
phone: (905) 546-4297
Fax: (905) 546-3972

Has the Region already made up their mind? The municipal government has ignored residents' concerns in the past. In particular, a petition of 274 signatures against any widening of Stone Church Road was presented to Council in 1991.

The Roads Department will be recommending to rebuild the road with curbs and gutters. The next phase of the study will be comparing the impacts of a 2, 3, or 4 lane road. Preference, at this point is for a 3 lane road however, a Council decision has not been made. In a project like this we hear many conflicting comments. Our role is to ensure that transportation needs are provided to the public in the community and the public in the Region. Sometimes this requires tough decisions. Not everyone will be happy with the decisions we make.

You told us lots more! We heard you but didn't have space for all the comments you gave us. If you think at any time that we're not listening or that we didn't hear you correctly - tell us!



How can the public make a difference?

The Roads Department plans projects like this one by following a planning process called a "Class Environmental Assessment". This process provides opportunities for the public to learn about the project and to provide comments to the Region on how the project affects them.

In this project we want to provide you with an opportunity to work with us to design a road that meets community needs as well as the Regional road needs.

If you agree that the road should be improved and you want to be sure that it is done in a way that reflects what is important to the community, please plan to attend a workshop on:

Date: Wednesday, June 8, 1994
Time: 6:30 - 9:30 p.m.
Location: To be announced

Please phone the Roads Department at the number below to register for the workshop and to find out where it is being held. Please register by Monday, June 6.

During the workshop we plan to do the following:

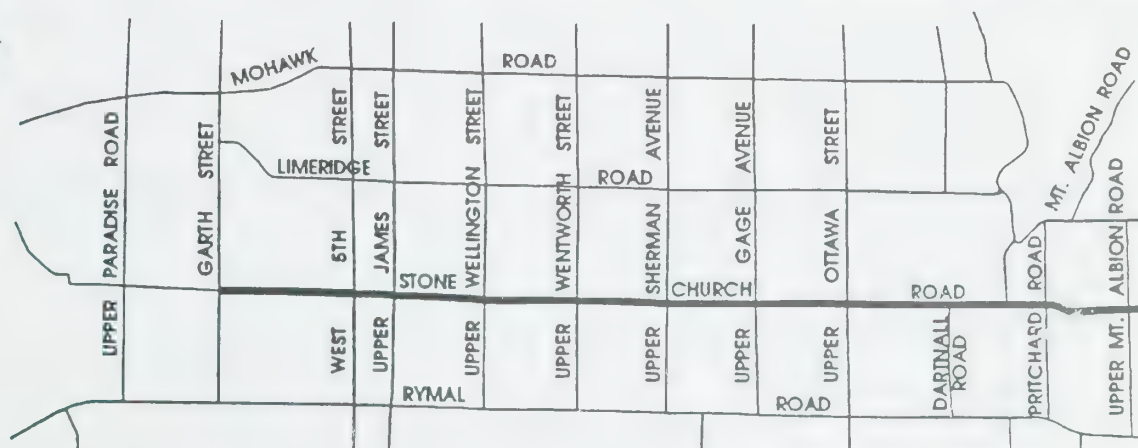
- Provide you with information on:
 - road planning
 - your rights and opportunities in the environmental assessment process
 - Regional projects such as Vision 2020, Regional Transportation Review and Regional Bicycle Network Plan
- Clarify and discuss the community issues that you want addressed in this project
- Evaluate options for improving the road and come to an agreement (if possible) on the best option
- Develop a plan for involving you in the project

A Public Information Centre will be held following the workshop to show the results of the consultation to date and to show the decisions made on the project.

CALL US!

If you have any questions or comments on this project call:

Pamela Hubbard, Environmental Planner
Special Projects Office
Roads Department
Regional Municipality of Hamilton-Wentworth
25 Main Street West, Suite 1000
Hamilton L8P 1H1
Phone: (905) 546-4277
Fax: (905) 546-2385
To register for the workshop please call:
Denise at 546-4277



STONE CHURCH ROAD RECONSTRUCTION
Class Environmental Assessment

WORKSHOP AGENDA
Wednesday, June 8, 1994

ITEM	WHO	TIME
1. VIEWING OF DISPLAYS	Public	6:30 - 6:45 p.m.
2. INTRODUCTIONS		
-staff, facilitator, project	Pam	6:40 - 6:45 p.m.
-purpose of workshop and agenda	Linda	6:45 - 6:50 p.m.
3. INFORMATION		
-Regional initiatives	John	7:00 - 7:15 p.m.
=Vision 2020		
=Regional Transportation Review (alternative modes including pedestrians and bicycles)		
-Class Environmental Assessment	Pam	7:15 - 7:35 p.m.
=Opportunities for input		
=Options	Pam	
=main criteria		
=pros and cons of each option based on criteria		
4. LARGE GROUP QUESTIONS AND ANSWERS		
-for clarification of information	ALL	7:35 - 7:45 p.m.
5. SMALL GROUP DISCUSSION		
-discussion of issues		
=structured handout (see attached) with directions	Linda	7:45 - 8:30 p.m. (45 minutes)
-staff to circulate and answer questions or trouble shoot	all staff	
-report back to staff (all tables)		
=recommendations on an option	public	8:30 - 9:10 p.m. (40 minutes)
=outstanding questions or concerns		
=where do we go from here		
6. LARGE GROUP DISCUSSION	Linda	9:10 - 9:30 p.m.
-general thoughts on project (big issues)		
-where do we go from here		

STONE CHURCH ROAD RECONSTRUCTION
Class Environmental Assessment

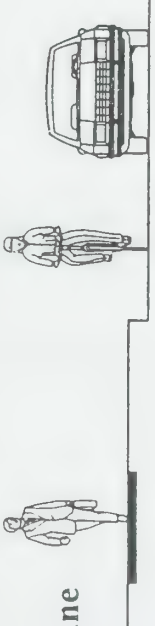
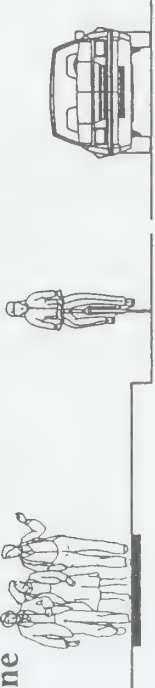
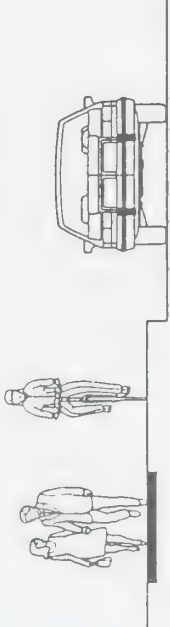
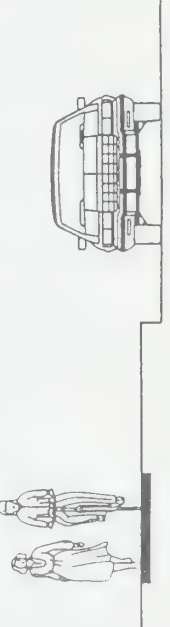
WORKSHOP
JUNE 8, 1994

The following issues have been summarized from the comments received at the Public Information Centres in 1993.

COMMUNITY ISSUES	INTERPRETATION OF COMMENTS RECEIVED (GENERAL)
1. Walking	
- sidewalks - intersections - cross walk - ditches	- preference for concrete sidewalks because asphalt sidewalks break up easily and are uneven (difficult for seniors or disabled). - need for easier crossing at intersections (signals, cross walks) - need for safer ways to cross at mid-blocks especially for seniors and students - seniors feel that ditches are a hazard to walking (even on sidewalks) especially in slippery conditions
2. Traffic	
- speed - number of vehicles using the road - trucks - delays at intersections - left turns into and out of drive ways	- speeding a problem and fear of speeds increasing with any road improvements - reduce or maintain the number of vehicles - do not plan for increased number of vehicles - remove truck designation from residential section of road - improve intersections to allow traffic to move better - improve
3. Transit	
- routes - fumes and noise - bus stops	- provide a route along Stone Church (not a strong response on this) - interferes with enjoyment of property - should be improved to provide shelter and to provide a better landing area (not in ditches)

COMMUNITY ISSUES	INTERPRETATION OF COMMENTS RECEIVED (GENERAL)
4. Bicycle Lanes	
- safety of dedicating lanes versus wider curb lanes versus recreational paths	- unsure of safety by providing wider curb lanes and dedicated lanes on the road - want to be able to feel safer on the road
5. Trees and landscaping	
- identification of significant trees - trees	- consult adjacent property owners/residents to determine significant trees - avoid or reduce the need to remove trees and landscaping
6. Road Drainage	
- storm water drainage	- improve the ditches or provide storm sewer system to address the problems with storm drainage.

ALTERNATIVE BIKEWAY POSITION WITHIN ROAD RIGHT-OF-WAY

<u>Bikeway Type</u>	<u>Comments</u>	<u>Assessment</u>
Shared Use Lane 	• Encourages road sharing • Requires confident cycling in traffic • Enforces rules of the road at intersections	Acceptable
Bicycle Lane 	• Identifies cyclists' space • Encourages less experienced cyclists • May create confusion at intersections • Requires more pavement • May collect debris	Acceptable
Boulevard 	• Creates conflicts at intersections and driveways • Needs relocation of poles, hydrants, etc. • Restricts overtaking by cyclists • Encourages wrong-way riding	Unsafe
Sidewalk 	• Creates conflicts at intersections and driveways • Interferes with pedestrians • Encourages wrong-way riding • Is against Regional and City By-laws	Unsafe

STONE CHURCH ROAD RECONSTRUCTION
Class Environmental Assessment

WORKSHOP
Wednesday, June 8, 1994

SMALL GROUP DISCUSSION

1. Please choose a recorder and a reporter for your group.
The recorder will write down all of your ideas/suggestions.
The reporter will present your conclusions to the entire group
2. Consider these questions in your discussion:

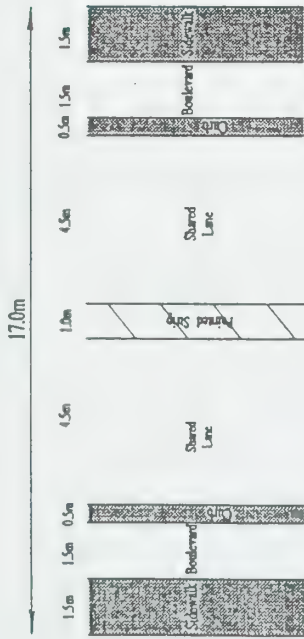
- i) What are the pros and cons of each option?
2 lanes with ditches
2 lanes with curbs
3 lanes with curbs
4 lanes with curbs

Take into consideration width of the road, safety for pedestrians, bicycles and vehicles, impact on trees. Are there other considerations that are important in helping to determine which option you recommend?

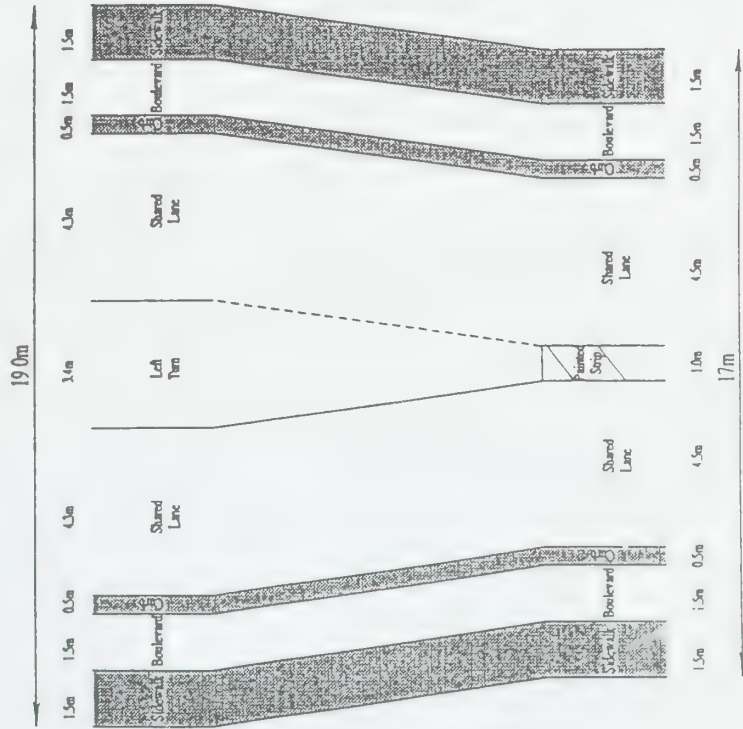
- ii) What are the features that should be included in a road design?
For example:
concrete sidewalks
space for bicycles
ditches
storm drainage into gutters and sewers
landscaping - trees, low maintenance grasses

3. Try to reach a recommendation on the number of lanes (2, 3, or 4) and share with us your issues/concerns around the recommended option and the features that you would like to see included in the road design.
4. Tell us whether you need more input into the process and if so, how do you suggest that input take place?

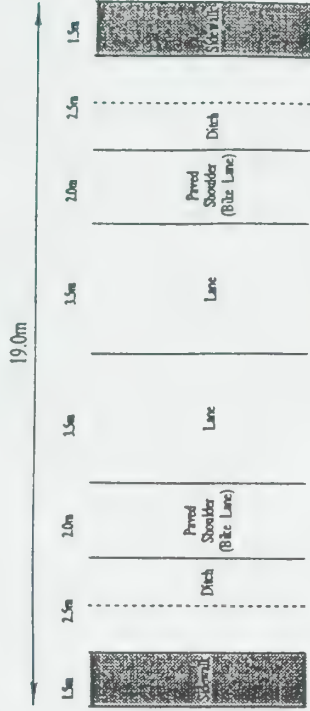
2-LANE URBAN



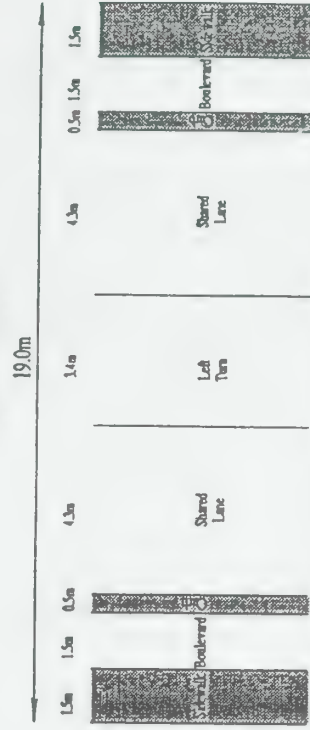
2-LANE URBAN, TRANSITION AT INTERSECTION



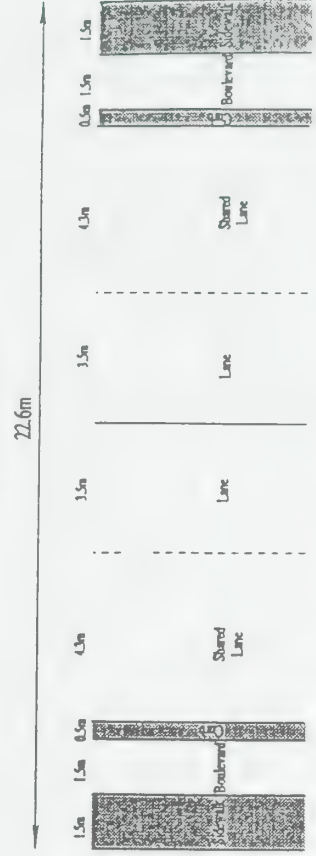
2-LANE RURAL



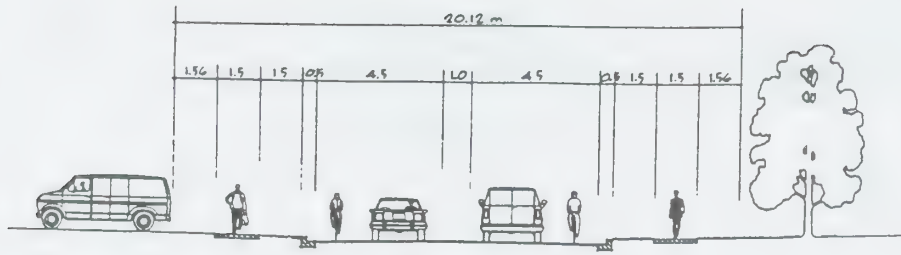
3-LANE URBAN



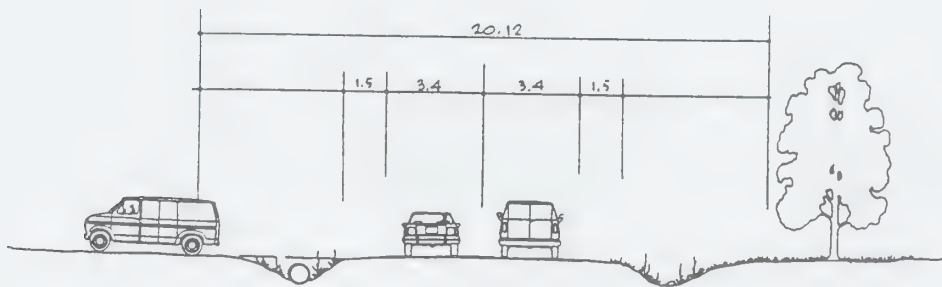
4-LANE URBAN



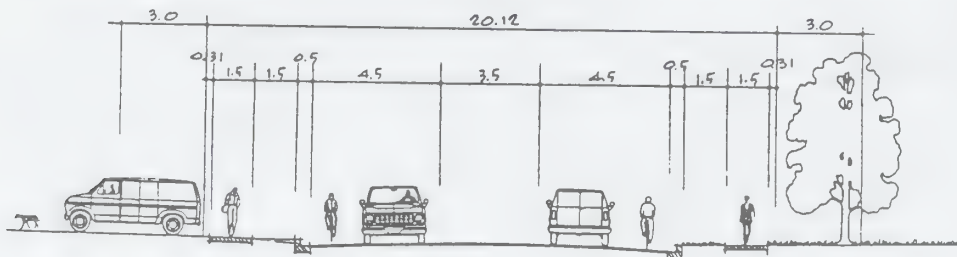
OPTION



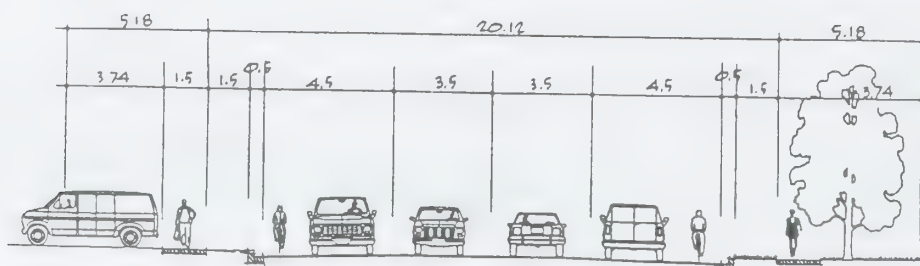
PROPOSED 2 LANE



EXISTING (TYPICAL)



PROPOSED 3 LANE



PROPOSED 4 LANE

FACTOR	PRO	CON
2 LANE URBAN		
<u>SAFETY</u>		
Pedestrians	- sidewalks separated from road by boulevard	- additional width at some intersections and midblocks
Cyclists	- does not interfere with traffic or pedestrians	
Motorists		- does not improve left turns - road may be used as a 4 lane - does not improve traffic flow
<u>DRAINAGE</u>	- stormwater carried to sewers (reduces flooding)	
2 LANE RURAL		
<u>SAFETY</u>		
Pedestrians	- sidewalks separated from road	- new/replacement sidewalks may affect trees - additional width at intersections and midblocks
Cyclists	- does not interfere with traffic or pedestrians, provided shoulders are paved	- interferes with traffic flow if no paved shoulder - shoulders require more maintenance
Motorists		- improved intersections may affect trees - does not improve left turns - does not improve traffic flow - shoulders require more maintenance
<u>DRAINAGE</u>	- allows water to filter into ground	- improved ditches may affect trees - increased maintenance
3 LANE URBAN		
<u>SAFETY</u>		
Pedestrians	- sidewalks separated from road	- additional width at some intersections and midblocks
Cyclists	- does not interfere with traffic or pedestrians	
Motorists	- improves left turns into driveways - improves traffic flow	
<u>DRAINAGE</u>	- stormwater carried to sewers (reduces flooding)	- redirection of water may affect trees
4 LANE URBAN		
<u>SAFETY</u>		
Pedestrians	- sidewalks separated from road	- additional width at intersections and midblocks for pedestrians to cross - trees may be affected
Cyclists	- does not interfere with traffic or pedestrians	
Motorists	- improves left turns - improves traffic flow	- may encourage speeding - may attract more traffic
<u>DRAINAGE</u>	- stormwater carried to sewers (reduces flooding)	- redirection of water may affect trees

CROSS-SECTION ELEMENTS

TYPICAL WIDTHS

Traffic Lane	:	3.3m acceptable 3.5m desirable
Wide Lane	:	4.3m allows for road space sharing
Bicycle Lane	:	1.5m
Left-turn Lane	:	5.0m including median 3.0m without median
Continuous Left-turn Lane	:	3.0m to 5.0m dependent on land use
Right-turn Lane	:	3.0m, can also be used for bus stop
Boulevard	:	2.0m minimum for utilities and snow storage 3.0m maximum to avoid parking
Sidewalk	:	1.5m minimum

**COMMENTS FROM THE THREE GROUPS AT THE
WORKSHOP**
(as written by the groups)

**COMMENTS FROM GROUP 1 (RESIDENTS BETWEEN
UPPER JAMES AND WENTWORTH)**

Any proposal stays within 66 feet

Group of 9 residents agree to 3-lane urban - 19 m -with bikeway -
sidewalks both side

Save trees paramount

Want legal load limit returned to promote residential setting

Would prefer widening of 53 hwy first and have expressway
completed - then study impact on Stone Church

Recommend speed 50 km

A lot of our traffic appears east/west which should decrease with
Expressway & 53 improvements

Bike lane should not be installed if road easement increase is
necessary

Since Stone Church Road is residential, if future increased lanes
are required - any increases should be placed on Hwy # 53.

Intersection at Upper James requires markings (soon) for turn
lanes

COMMENTS FROM GROUP 2

3 lane urban pros (positive features):

- 1) keeps traffic moving
- 2) allows people in and out of driveways
- 3) ambulances, fire trucks and school buses not held up

cons (negative features):

- 1) loss of mature trees
- 2) visual eyesore?

Shared bike lane:

- 1) safer for cyclists
- 2) educate public as to what bike lane's use is
- 3) check to make sure speed limit is adhered to - 40 km/hr
- 4) synchronize stop lights so speeding can't be done down whole road without a stop if speeding
- 5) preserve as many trees as possible
- 6) pedestrian cross walks between those already in existence

COMMENTS FROM GROUP 3

Sidewalks:

- some flexibility wanted to preserve trees, landscaping, etc.

Bicycles:

- textured surface to demarcate bicycling lane?
- room for cyclists important
- cars and bikes respecting each others space

- no trucks in residential areas

Those between James and Wellington prefer 3 lane option, if wider road needed because:

- safer turning
- safer bicycling

if there has to be a change. Superfluous if 53 widened

Those off Stone Church and Between Garth and West 5th (2) prefer a 2 lane (as is):

- to preserve the trees!
- if you put more lanes, people will use them

Those near C.B. Stirling (1) prefer a 4 lane because:

- safety turning
- safety cycling
- traffic flows with less delay

One person also recommended parking on the street

Phase II: Public Comments

The following comments were received during Phase II (Planning Solutions) of the study, outside of all public meetings. These comments were submitted either over the phone or in a letter to the Special Projects Office. Also, five requests for additional study information were received. All references to names and addresses have been removed, as required by the *Municipal Freedom of Information and Protection of Privacy Act*.

1. - How much property would be required for the widening and at what price would it be purchased?
 - asked about sewer work proposed on Stone Church Road
2. - There is no stoplight at the corner of Stone Church Road and Upper Sherman.
 - During rush-hour this four-way stop has a very long line of vehicles attempting to get through the intersection.
 - When school children and individuals using the City transportation system attempt to cross this intersection, their safety is at the risk of the consideration of these hurrying drivers.
 - This hazard to our pedestrians is unacceptable and even a temporary stoplight would improve this situation.
 - The lack of sidewalks on Stone Church Road, Upper Gage and Upper Sherman has long been a concern to area residents.
 - The asphalt path on some stretches of these roads has improved the conditions somewhat, however with winter approaching and the wear and tear on these pathways, we feel it is essential that the temporary path be improved, as well as placing pathways (even temporary ones) where presently there are none
 - On several areas on these streets there is no pathway, and the side of the road is covered with stones. These stones become flying missiles when cars and buses move onto the shoulder of the road. There should be a safe pathway for pedestrians
 - The safety of our residents should not be placed after the concerns of an environmental assessment or a cost-effective plan and these issues should be looked after without delay.
3. - feels that in the past, City Hall has not responded well to peoples' concerns
 - satisfied with approach used for this study
4. - does not want widening of Stone Church Road
 - will not sell lands for widening
5. - does not like widening of Stone Church Road
6. - concerned about converting our road into a four-lane cross-city highway due to the closure and partial access of Limeridge Road and the inadequate capacity of Rymal Road
 - concerned about the widening beyond the existing sixty-six foot road allowance. We do not want to lose, regardless of compensation, any of our property.
 - concerned about the existing trees and shrubs that would be lost, as this natural decorum makes Stone Church Road a pleasant place to live

- we are not "anti-reconstruction", we are willing to assist and partake in the planning and evaluation of the upgrading of Stone Church Road, but we will insist that the Region listen to the citizens who will suffer the consequences from this project
- 7.
- We were never previously advised of a plan to actually upgrade Stone Church Road to the level of a decent City thoroughfare.
 - The road was never substantially upgraded in 1989 when sewers were put in, and have been travelling on a less than satisfactory road ever since.
 - The fact that the City is planning on re-surfacing the road is not objectionable to me.
 - Hopefully, in addition, the City will finally put in storm drain sewers so that the winter run-off, garbage and waters that normally clog up our culverts will actually be allowed to drain into the sanitary sewer system rather than sit and muddy our driveways.
 - My driveway had its culverts crushed by the sidewalk crew from Bono Construction in the summer of 1989 or 1990 and I have not had usable drainage in my culverts ever since. Hopefully, with the eventual repairs to Stone Church Road this will no longer be a problem.
 - I do object to using a residential road such as Stone Church as anything other than a residential street.
 - It is my understanding that the purpose of the road widening and the extension to Golf Links is to take pressure of the delays in the expressway rather than to facilitate any real need. Stone Church Road is not an appropriate alternative to any form of band-aid solution to the traffic problem east/west across the Mountain, whether it be as an alternative for political purposes relating to the expressway or any other purposes.
 - The road is already unsafe to back out or to drive out on from a driveway because it has too much traffic and in my view it should not have any additional traffic.
 - I certainly hope, however, that the deplorable conditions of the road are substantially improved in the near future.
- 8.
- area between Upper Ottawa Street and Pritchard Road is very unsafe for pedestrians, especially those who walk to work arriving by bus
 - specific area of concern is in vicinity of Anchor Road near the bowling alley and banquet centre
 - problems also experienced at Nebo road in front of plaza where a lot of left turns occur. Problems between 8:00-9:00 a.m. and when evening commuters use the road, as well as on Saturdays
 - seems to be a lot of accidents at Dartnall Road and Stone Church Road intersection, however the removal of the rail abutment helped
 - realize that some of these problems may be alleviated when expressway is being built but there will still be traffic accessing the industrial area
 - should make provision for deer crossing at Pritchard Road and Stone Church Road
- 9.
- son is paper carrier in area and can't walk on sidewalk as there isn't one on one side, therefore must walk on road
 - son was hit by the mirror of a car, and the car did not stop. He was not seriously hurt, but had a bruised shoulder.

- does not feel we need a four-lane facility
 - stress the need for sidewalks
10.
 - shared concerns about no sidewalks, no lights at the Upper Sherman intersection, no crossing areas except at major intersections and the planned widening of the road at the public information centres
 - when will adequate sidewalks be provided for Stone Church Road, Upper Sherman and Upper Gage?
 - when will stoplights be put in place at the intersection of Upper Sherman and Stone Church Road? This is the only intersection along Stone Church Road that does not have a stoplight although traffic numbers were equal or greater than some intersections which do have them
 - have the concerns expressed by citizens at the information meeting been incorporated into the future construction plans for Stone Church Road?
 11.
 - is planning to do some work in his drive-way but is unsure if this is wise
 - when will this section of the road be done, and how much property will be required?
 12.
 - two lanes on each side is the most effective way to move traffic
 13.
 - in favour of widening road
 14.
 - a three lane road with curbs and gutters would be our preferred way
 15.
 - have problems at Upper Sherman and Stone Church Road, as there is no light, resulting in 3-5 minute wait
 - if planning to do something, recommend to start soon between Upper Sherman and Upper Gage
 16.
 - responding to newsletter and invitation to register for a three hour workshop on June 8, 1994
 - note with interest that "once burned - twice shy", you did not advertise in the newspaper (perhaps expecting extensive community wrath?) but chose the more expensive route of selective individual mailings
 - it was also interesting to find that one was obliged to register in order to learn the location of the workshop
 - believe that you are either knowingly or unknowingly, part of an elaborate hoax perpetrated by the Region, I believe that - yes - "the Region has already made up its mind"
 - How could you possibly not have been advised before the last public information centre that an extensive petition against widening Stone Church Road had been submitted two years previously?
 - How could you have not known that most of the length of Stone Church Road under consideration had been thoroughly reconstructed following sewer installation within the past two or three years and does not require another reconstruction?
 - How could you condone a study (from an outside expert) of the trees along our neighbourhood street and then state "any recommendation will involve sidewalks -

sidewalk construction is what will permit legalized vandalism of our trees - not everyone will be happy with the decisions we make"

- despite common sense (how many high volume E/W roads do we need besides Rymal and the Freeway?) and community wishes, the Region intends to extend Stone Church Road with the same cross sectional construction as it has where widened already to Garth. If we have such a desperate need for vast E/W traffic flow, why can the Planning Department not reconsider the planned closure at Upper James, of Limeridge Road - already fully widened and improved throughout its length?
- We have not been supported by our Aldermen. We have been ignored by the planners that our taxes employ.
- Regional planning and transportation has a history of catastrophic errors (ie. Red Hill Creek Valley soon to be destroyed); must we go on allowing this short-sighted incompetence?
- We told you clearly at the last meeting "We don't want the road widened except at intersections, crosswalks or points where a turn lane would increase safety." "We don't want our trees destroyed." "We don't want our neighbourhood carved in half by more yards of asphalt speedway."
- How many times do we have to be put through the charade of pretence that our opinions are important? You heard us before. Any changes to our road will not be an "improvement".
- It would appear that you intend to hold meetings and information centres until you wear down opposition and justify proceeding with what the Planning Department has already decided.
- Do you really believe that your "environmental planning" will impact on the destruction of our community?

17.
 - traffic is terrible because of potholes
 - congestion problem at intersections
 - timing of lights encourages speeding
 - support three or four lanes
18.
 - Salvation Army is building a new church on Stone Church Road and Upper Gage Avenue
 - very much in favour of any improvements to the road
19.
 - would like to know status of project, bus routes and bicycle lanes
20.
 - It has come to our attention that there is opposition to the construction of a four lane road. This letter is to establish our concern for anything less than a four lane road.
 - The city plan, developed over twenty years ago, established Stone Church Road as a major traffic artery connecting the multipurpose intersections of Upper Ottawa, Upper Sherman and Upper Wellington and Stone Church Road.
 - The Upper Sherman corner is one of the "planned" major intersections zoned for institutional and commercial use. Stone Church Road was never intended as a "residential" road but as a road to join a series of multi-use, high traffic density intersections. It has long been assumed that this road would be developed as intended in the original plan. Let's develop the plan as intended.

- The Church has been in this area for over 20 years and has anticipated the development of this corner and the roads around it as planned. Four congregations currently use this building for a variety of uses (Sunday services, Cubbing, Scouting, youth events, weddings, sporting events, etc.). These congregations represent over 1000 members from the Hamilton area (due to the recent refusal of the City of Ancaster to allow construction on a church owned property we foresee the continued use of the current building). The building is also the centre for our church's activities in the Niagara area and hosts many regional events. We see the development of an appropriate road and intersection as a benefit.
 - In addition, this building has a "Family History Centre" or genealogical library that is open to the public 6 days a week and currently has over 300 patron visits per month. We hope to see an expansion of this facility within the next five years. Again we say, develop the intersection and roads as planned.
 - Understand that this building has been at this intersection for 21 years, most likely longer than any residents of the Eleanor Community or other residents of Stone Church Road.
 - This building will most probably be on this intersection for another 21 years, again longer than any of the current residents are likely to remain in the neighbourhood. With respect to our being established on this corner and on this road for the past 20 years we expect consideration in this matter. Again we say develop the intersection and adjoining roads as intended in the original plan.
21. - asked why Stone Church Road is not being reconstructed before 1996
- strongly in favour of any reconstruction work that helps cyclists since he bikes to work at Nebo Road and Highway #53
 - knows others who would also cycle if Stone Church Road is reconstructed
 - questioned why lanes were reduced between Upper Gage and Upper Ottawa. This is a good section for cycling, however does not have a problem with lane reductions.
22. - happy to hear three lanes instead of four
- have one tree on edge of property line, would like to remove it as it blocks view of house
 - would rather have a maple or deciduous (large evergreen now)
23. - how many lanes are being proposed?
- how much property will be required?
 - concerned about the lack of buses along the road
24. - With regard to the upcoming Public Information Centre and further concretization of plans for reconstruction of Stone Church Road, I have some general and personal/specific concerns which I anticipate being addressed as events proceed to completion of the project.
- I have lived at the same location on Stone Church Road virtually all my life. Nine years ago we built a new home there, where my mother - in failing health - could live with us. At that time I was assured that no changes would be made to the road in the foreseeable future - perhaps never.
 - On this reassurance we constructed a septic system, paid for professional

landscaping planning and execution, and had utilities installed underground (hydro, cable TV, telephone). When Hydro replaced all the poles and lines a year or two later, we went to the trouble of extending our underground utilities through a conduit to the nearest pole. Within another year or two the road was ripped up (and reconstructed from Upper James eastward for sewer construction (our septic system was an expensive folly and based on misinformation - a holding tank at a fraction of the cost would have sufficed originally).

- To summarize, we have a costly and complex landscaped front yard, with underground utilities following a circuitous route lying close to and along the road axis in part. I hope that the reconstruction can avoid damaging our landscaping and utilities.
- With regard to trees along the road, I very recently had occasion, by accident, to meet the actual person who carried out the tree evaluation commissioned by the City before planning began. He was an untrained student with no experience, working for the Guelph consultant whose authority is being claimed. He took no account of aesthetics i.e. the fact that while many trees are not "perfect examples", they nevertheless provide shade, beauty, dust and noise reduction - and would for decades to come if not destroyed.
- I must insist that the environment bordering the road not be destroyed, leaving more of the mountain to be barren and ugly. What has happened on Upper James Street is a perfect example.

- 25.
- I doubt if there was any better way to have hosted and displayed your messages and information to the concerned public, especially as there was no introductory microphone speechifying. The mobile hosting of Ms. Hubbard and staff and the fact that the Ward Aldermen attended plus all those wonderful aerial photos adjoining each other around the hall made it all worth while and most informative.
 - The theme for upgrading Stone Church Road should be "Do it now!"; do not wait out any further studies or task forces, the prime time is now to complete what is for sure an essential cross-the-Mountain as an arterial way. What was once a quiet country road has an increased traffic volume due in part to the multitude of new houses both north and south along the entire length and is now one of Hamilton's busiest.
 - The present structure is failing and no longer suitable for its heavy amounts of wheeled vehicles traversing from one end to the other. What has now become a habit of travel as Limeridge has been impeded and the Highway #53 has had it's reconstruction barriers brutalized between intersections both surfaces and under structures and at the various intersections running north and south the heavy vehicles in the construction of the future expressway has taken its toll too!
 - As a somewhat indication of whether the future would require a 3 or 4 lane road, Highway #53 is at present a 3 lane road and is now handling that traffic flow admirably but this is not saying it's future might require four lanes. However, Stone Church Road suited to a three lane road and may satisfy the residents along it by only losing a few metres of their properties, a 4 lane would not. Each of them knows full-well something has to be done and it cannot remain as is.
 - It is true that where required for pedestrian travel sidewalks are an entitlement where residents must pay for their own but access of ramps to driveways and the bylaws that corners should have special on-off curbsways for wheelchair and

perambulators and buggies are not necessary a local resident need for funding. With each major intersection requiring traffic lights and no jay-walking is in effect, safe crossing for children who tend to dart across roads and the slower seniors pedestrians white lines may well suffice. Sidewalks through the length of Stone Church Road would also require suitable lighting which with the weirdo people abroad today every street and road should have ample lighting no matter where.

- Bicyclists using roadways who are duly licensed are as much entitled as any other person travelling roadways but to have special lanes only increases the possibility of getting knocked down in safety. However, no longer a bicyclist I am not prepared to plead their case in my cycling days drivers were more aware we existed and both the driver and the bicyclist should receive better education that each exists and to be aware of each other.
- Already the Roads Department has anticipated the future of Stone Church Road and has east of Upper Ottawa removed a defunct railway bridge and its abutments as they created a bad blind spot to users. They have also begun, as it was warranted, a portion west to Upper Gage which will be most satisfactory when completed. It all boils down to the fact reconstruction is a fact that cannot be ignored, so "Do it! Do it ! Do it now!"

APPENDIX D -

Phase III: Design Alternatives

- **Project Update - Fall 1994**
- **Memo to Regional Council & Municipal Departments**
- **Letter to Agencies**
- **Public Notice**
- **Public Information Centre #2 Information Package**
- **Public Information Centre #2 Available Handouts**
- **Public Information Centre #2 Comment Sheets**
- **Letter to Public Responding to Comments**
- **Public Notice of Landscaping Workshops**
- **Summary of Phase III Public Comments**

Project Update

on the Stone Church Road Reconstruction Study

Fall 1994



A Newsletter by the Roads Department of the Regional Municipality of Hamilton-Wentworth

Results of Workshop

Fourty-four citizens attended a workshop held on June 8, 1994 in the library of C.B. Stirling School. We would like to extend our appreciation to the people who participated.

The purpose of the workshop was to give information to the public on:

- the need for the project,
- factors that must be considered in planning construction work, and
- potential impacts of a 2, 3 and 4 lane road.

Regional staff presented information and answered questions on road planning and design. With this information, the participants were asked to discuss the options and recommend an option that meets the community's needs and objectives.

Everyone worked hard at discussing the issues and exploring a variety of ways to solve the traffic problems and design a road.

Overall, the participants decided that a three lane road that makes space for bicycles and that includes sidewalks is acceptable.

Next Open Houses

The participants requested:

- another open house showing the draft plan and potential impacts on trees and other features, and
- an opportunity to talk to staff about their concerns and suggestions for the design.

Plan to attend the next information centres to view the draft design and tell us if you want continued involvement during the next stage of the project.

Date: Wed. November 2/94

Time: 6:30 p.m. - 9:00 p.m.

Presentation: 7:00 p.m.

Location: Lincoln Alexander School, 50 Ravenbury Drive, Hamilton

Date: Thurs. November 3/94

Time: 2:00 p.m. - 8:30 p.m.

Presentation: 7:00 p.m.

Location: Barton Stone United Church - Christian Education Building, 21 Stone Church Road West, Hamilton

If you cannot attend the open house but want to view the designs at our office, please call:

Dense at 546-4277
Special Projects Office
25 Main St. West, 10th Floor
Hamilton (corner Main & Main St.)

Preferred Plans

The Roads Department has agreed to:

- design a three lane road with the following features
 - lane improvements and signals at all major intersections
 - provision for sidewalks on both sides of the street (City of Hamilton to agree)
 - wider curb lanes on the road to make cycling easier
 - curbs and gutters for storm water (removal of ditches),

- present the three lane plan at an open house and request the public to identify where they have concerns with the design.

- develop a landscaping plan with the community, taking into consideration the areas where trees and landscaping are considered important to the residents. The plan will identify where trees can remain and where they should be removed.

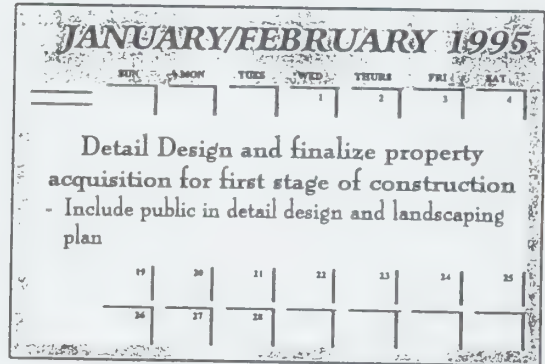
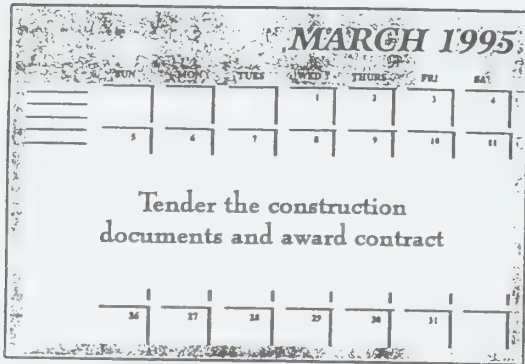
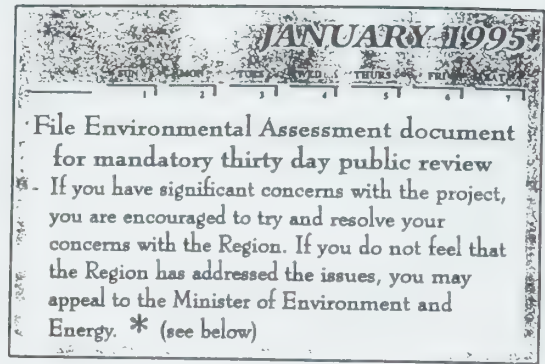
- continue to work with the residents who live along the road and other interested members of the public during the design of the project and

- continue to inform the public about the project through newsletters like this one

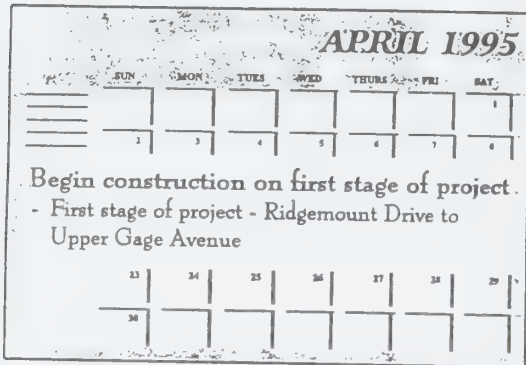


Recyclable Paper

Study Schedule

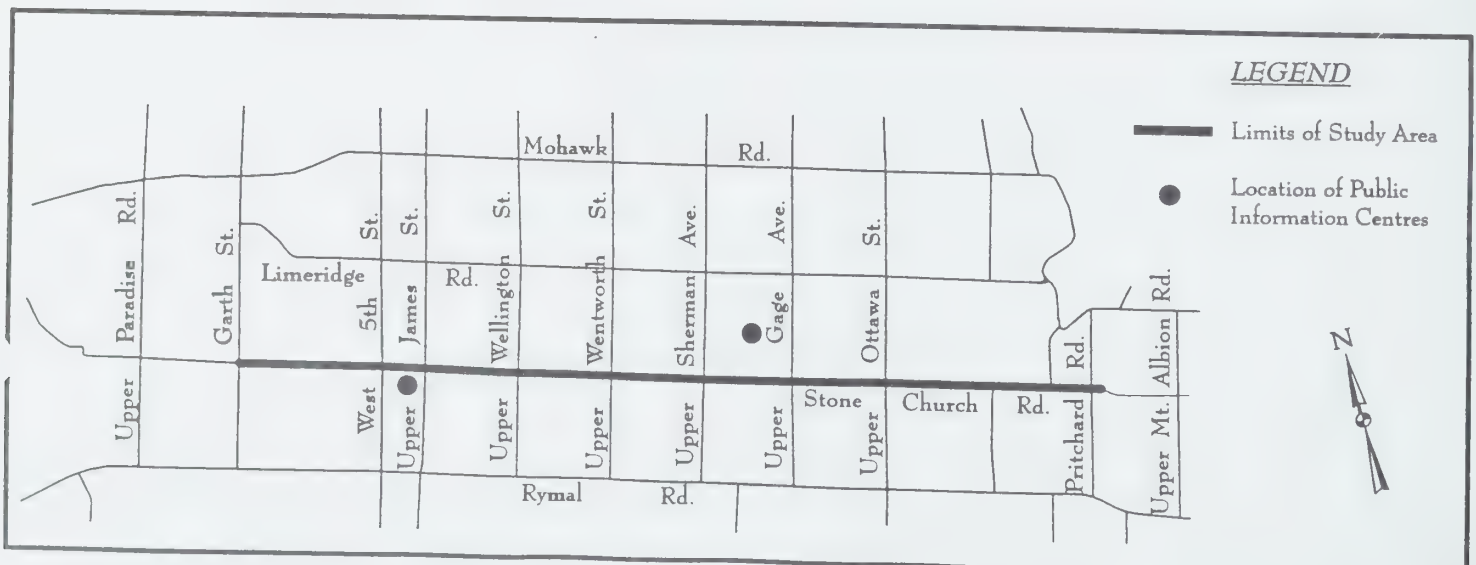


* If there are appeals to the Minister, the following schedule will change.



Have You Noticed.....?

Stone Church Road between Upper Ottawa St. and Upper Gage Ave. has recently been repaved due to sewer work. The road has been restriped from 4 lanes to 3 lanes. The outer two lanes and the center turn lane are wider to fit into the existing width of the pavement. The proposed lanes for the remainder of Stone Church Road will not be as wide as in this section.





THE REGIONAL MUNICIPALITY OF HAMILTON-WENTWORTH

Transportation / Environmental Services Group

Roads Department
25 Main Street West, Suite 1000
Hamilton, Ontario L8P 1H1

Tel. (905) 546-4277
Tel. (905) 546-4170
Fax (905) 546-2385

MEMORANDUM

TO: Regional Council
See Distribution List Below

YOUR FILE:

FROM: Pamela Hubbard, Environmental Planner
Predesign & Special Projects Division

OUR FILE: 60.19.01.3
PHONE: 2388

SUBJECT: Stone Church Road Reconstruction
Public Information Centres

DATE: October 21, 1994

Attached please find a copy of the newsletter advertising the public information centre for the above project. Copies of the newsletter will be distributed to the adjacent neighbourhoods. Advertisements have been placed in the Hamilton Spectator for Wednesday, October 26th and Saturday, October 29th, and in the Hamilton Mountain News and Stoney Creek News for the week of October 26.

If you have any questions on the information centre please call me at 546-2388.

ph:
Attach.

Distribution List

- | | | |
|-----------------------------|----------------------------|-------------------------------|
| 1. R.J. Whynott, Chairman | 2. W.M. Carson, C.A.O. | 3. Mayor R. Morrow |
| 4. Mayor R. Hodgson | 5. Mayor G. Etherington | 6. Mayor J. Addison |
| 7. Mayor D. Granger | 8. Mayor R. Wade | 9. Councillor T. Cooke |
| 10. Councillor M. Kiss | 11. Councillor V. Agro | 12. Councillor W. McCulloch |
| 13. Councillor D. Drury | 14. Councillor B. Morelli | 15. Councillor G. Copps |
| 16. Councillor D. Wilson | 17. Councillor D. Agostino | 18. Councillor F. Eisenberger |
| 19. Councillor T. Jackson | 20. Councillor R. Charters | 21. Councillor H. Merling |
| 22. Councillor T. Anderson | 23. Councillor F. D'Amico | 24. Councillor D. Ross |
| 25. Councillor J. Prentice | 26. Councillor J. Southall | 27. Councillor A. Sloat |
| 28. Councillor F. MacIntyre | 29. Councillor G. Shaw | |



THE REGIONAL MUNICIPALITY OF HAMILTON-WENTWORTH

Transportation / Environmental Services Group

Roads Department
25 Main Street West, Suite 1000
Hamilton, Ontario L8P 1H1

Tel. (905) 546-4277
Tel. (905) 546-4170
Fax (905) 546-2385

MEMORANDUM

TO: See Attached Distribution List **YOUR FILE:**

FROM: Pamela Hubbard **OUR FILE:** 60.19.01.3
Environmental Planner

SUBJECT: Stone Church Road Reconstruction **PHONE:** ext. 2388
Public Information Centre # 2 **DATE:** October 21, 1994

Attached please find a copy of the Project Update for the above project. It summarizes the results of the workshop held in June of this year with residents of the area and indicates when the next public information centres will be held.

If you are unable to attend the information centres but wish to view the proposed plans please contact me at 546-2388. We are extending the study limits to east of Upper Mount Albion Road to connect with the four lane section at Paramount Drive. Although there does not appear to be any development proposed in this section in the next five years, we are looking at paving the shoulders for bicycles. This extension provides a logical link between Hamilton and Stoney Creek.

If you have any comments on the proposed project at this stage, please provide your comments by November 15 so that we can incorporate them into the next stage of the project. A meeting of all interested departments will be scheduled following the information centres to discuss the next phase of the project.


Attach.

Distribution List

W.B. O'Brien, HSR, Attn: J. Dahms
W. Pearce, Regional Planning
B. Janssen, Local Planning
B. Matthews-Malone, Environmental Services
G. Aston, Roads Dept.
H. Solomon, Traffic Dept.
D. Onishi, Roads Dept.
R. Meiers, Public Works Dept.
J. Pook, Public Works Dept.
W. Plessl, Public Works Dept.
P. Cripps and I. Neville, Stoney Creek, Engineering Dept.
R. Marini, Stoney Creek, Planning Dept.
G. Peace, Hamilton Fire Dept.
B. Hunter, Health Dept



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25 Main Street West, Suite 1000
Hamilton, Ontario L8P 1H1

Tel. (905) 546-4277
Tel. (905) 546-4170
Fax (905) 546-2385

Our File No. 60.19.01.3

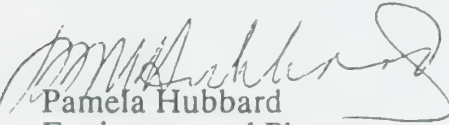
October 21, 1994

See Distribution List Below

**Stone Church Road Reconstruction
Public Information Centre # 2**

Attached please find a copy of the latest Project Update for the above project. The Update summarizes the result of a workshop held with the public in June and the dates and times of the next public information centres. If you cannot attend the information centres but wish to view the plans, please contact me at (905)546-2388.

If you have comments on the project at this stage, please provide them by November 15, 1994 so that they can be incorporated into the next phase of the project. A meeting will be scheduled followed the information centres to discuss the next stage of the project.


Pamela Hubbard
Environmental Planner

ph:
attach.

Distribution List

A. Roth, Union Gas
D. Cooney, Bell Canada
R. Brown, Southmount Cable
M. Plaunt, Niagara Escarpment Commission
B. Wang, TransCanada Pipelines
N. Ferris, Ministry of Culture and Communications
A. Amodeo, Ministry of Environment and Energy
B. Vonlanthen, Hamilton-Wentworth Roman Catholic School Board
S. Konkle, Hamilton Region Conservation Authority
L. Barbetti, Niagara District, Ministry of Natural Resources

*should have been sent to
Trans Northern Pipelines
- send out notice Nov. to
advise of plans.*

NOTICE OF PUBLIC INFORMATION CENTRE #2

Reconstruction of Stone Church Road from Garth Street to Upper Mount Albion Road

The Region of Hamilton-Wentworth is carrying out an environmental assessment for the reconstruction of Stone Church Road from Garth Street in the City of Hamilton to Upper Mount Albion Road in the City of Stoney Creek. This study is following the process outlined in the Class Environmental Assessment for Municipal Road Projects document.

Road improvements are required along Stone Church Road to improve the quality of the pavement, accommodate development, and to improve drainage. A number of improvement options have been assessed. A public information centre and a workshop have been held to discuss these options with the public. As a result, the preferred improvements have been selected, and include a three-lane road with a centre turning lane, a wider curb lane to accommodate bicycles, and sidewalks on both sides of the road.

The Region is hosting another Public Information Centre to request that the public view and comment on this preferred design. These Public Information Centres will be held:

Date: Wednesday, November 2, 1994

Time: 6:30-9:00 p.m.

Location: Lincoln Alexander School
50 Ravensbury Drive
Hamilton, Ontario

Date: Thursday, November 3, 1994

Time: 2:00-9:00 p.m.

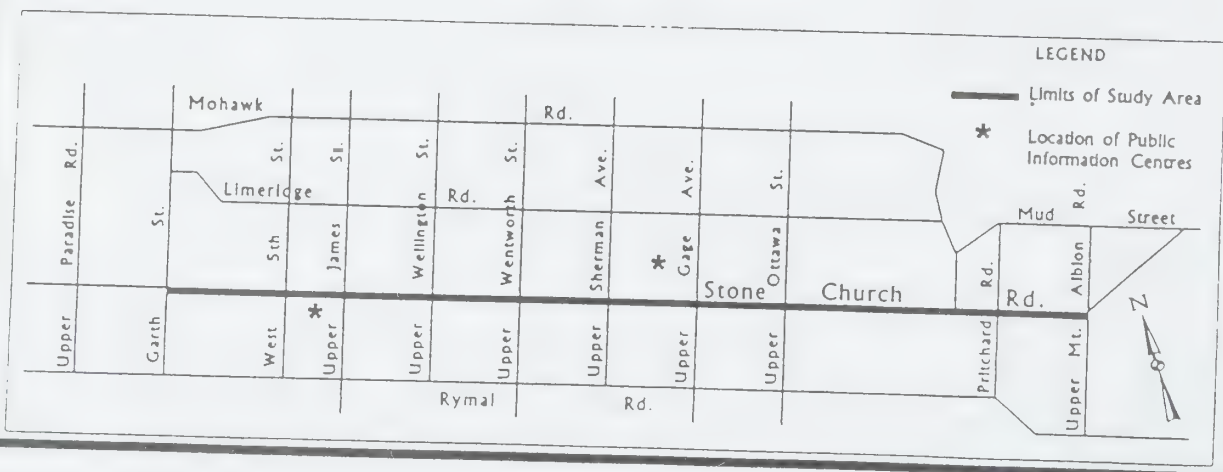
Location: Barton Stone United Church
Christian Education Building
21 Stone Church Road West
Hamilton, Ontario

On both days there will be a brief presentation by Regional staff at 7:00 p.m.

Representatives from the Region will be available to explain the environmental assessment process and to answer questions about the reconstruction of Stone Church Road. If you are unable to attend and wish to obtain information, or submit verbal or written comments about the study at any time, please contact:

Pamela Hubbard, Environmental Planner
or
Bert Salatandre, P. Eng., Project Manager

Roads Department
The Regional Municipality of Hamilton-Wentworth
25 Main Street West, 10th Floor
Hamilton, Ontario L8P 1H1
Telephone: (905) 546-4277
Fax: (905) 546-2385



Class Environmental Assessment

for the

Reconstruction of Stone Church Road

**from Garth Street in Hamilton to
East of Upper Mount Albion Road in Stoney Creek**

Information Package

**Public Information Centre #2
November 2 & 3, 1994**



**The Regional Municipality of
Hamilton-Wentworth**
Roads Department
Predesign and Special Projects Office

Introduction

The Regional Municipality of Hamilton-Wentworth is carrying out an environmental assessment for the reconstruction of Stone Church Road from Garth Street in Hamilton to east of Upper Mount Albion Road in Stoney Creek.

The Region is required to follow a planning process specified in the document “Class Environmental Assessment for Municipal Road Projects”.

Please review this package. You are encouraged to express your concerns and comments on this, Phase Three, of the study by November 30, 1994 so your comments can be considered during the next stage of project development.

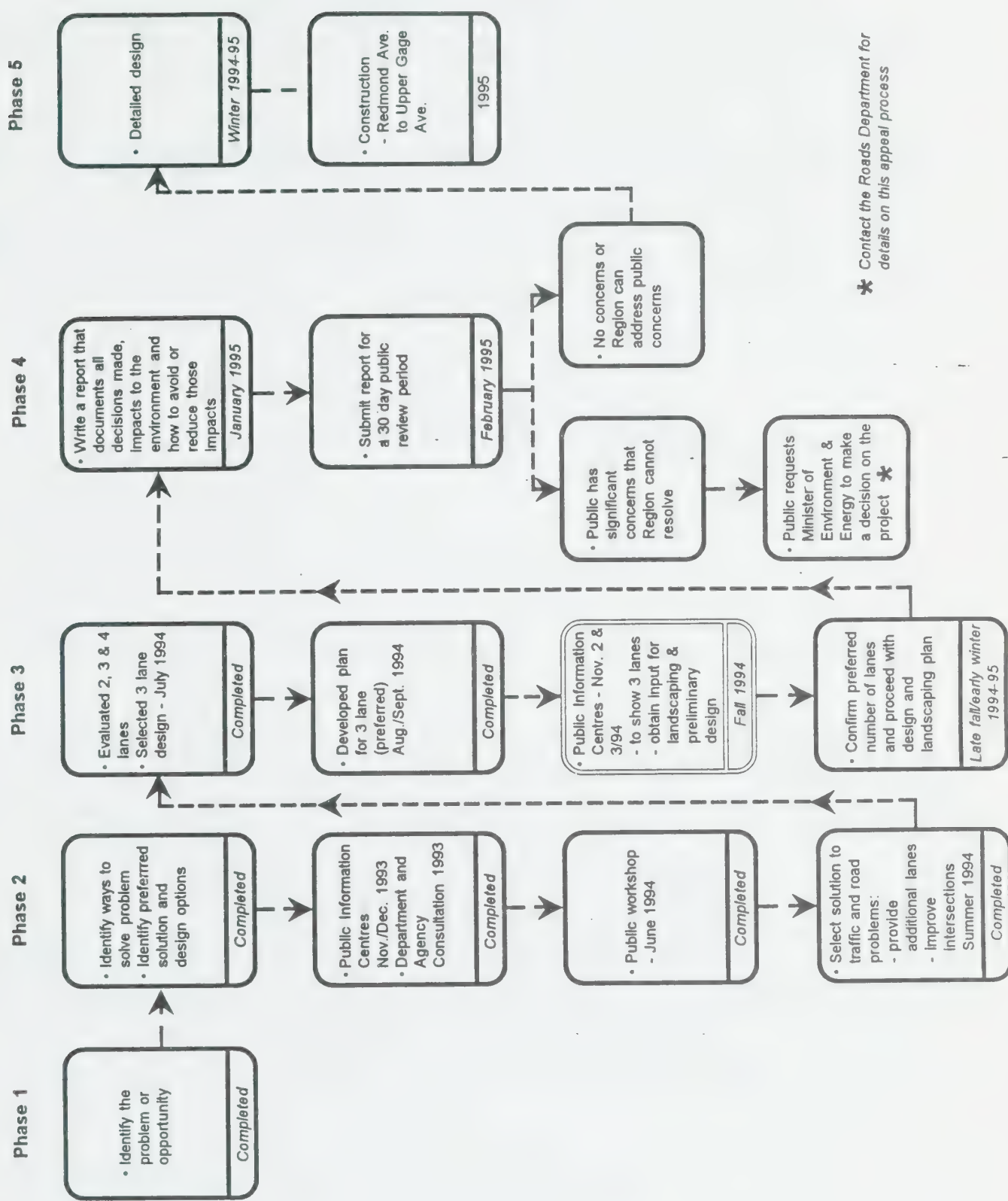
This stage of the study includes:

- design of a three lane road with sidewalks, bicycle lanes and improved intersections
- an indication of where trees may be affected by sidewalk placement & construction
- a request for comments from the public

Your Involvement to Date

Date	Event	Purpose	Results
November 29 & December 2/93	Public Information Centre #1	• to introduce study to public • to gain input on planning alternatives • to gain understanding of community concerns	• Region re-examined planning options • Region added 2-lane options to list of possible reconstruction alternatives
June 8, 1994	Workshop	• to give community additional information on planning and design alternatives • to request the community to select a preferred design	• Participants recommended: - a three lane option, with centre turning lane, provisions for bikes, and sidewalks on both sides of the road - a minimum widening, where possible - protection for trees, where possible • Region agreed to develop landscaping/streetscaping plan with further community involvement

STUDY SCHEDULE



The Problem

Stone Church Road has deteriorated to the point where reconstruction is necessary. Road improvements are required along Stone Church Road to improve the quality of the pavement, accommodate development, and to improve drainage.

Alternative Solutions

The Class EA process requires the examination of a range of planning solutions that can solve the identified problems. Solutions that were considered include:

Solution #1 *do nothing*

- repave as part of regular maintenance

Solution #2 *no cross-section changes*

- reconstruct a rural cross-section (ditches, gravel shoulders) where existing
- reconstruct an urban cross-section (curbs, gutters) where existing

Solution #3 *unify cross-section for the length of the road*

- construct an urban cross-section

After an evaluation of the planning alternatives and public consultation, the Region decided that Stone Church Road should be constructed with an urban cross-section.

Types of Urban Cross-sections

The Region examined three types of urban cross-sections.

Alternative A *2 lanes (urban and rural)*

- one lane each direction
- wider curb lanes for cyclists
- provisions for sidewalks on both sides

Alternative B *3 lanes*

- one lane each direction
- continuous left turn lane in the centre
- wider curb lanes for cyclists
- provisions for sidewalks on both sides

Alternative C *4 lanes*

- two lanes in each direction
- wider curb lanes for cyclists
- provisions for sidewalks on both sides

The Region also considered a five lane option, but eliminated it when traffic volumes proved it was unnecessary. The public requested that the 2 lane options be evaluated.

Workshop

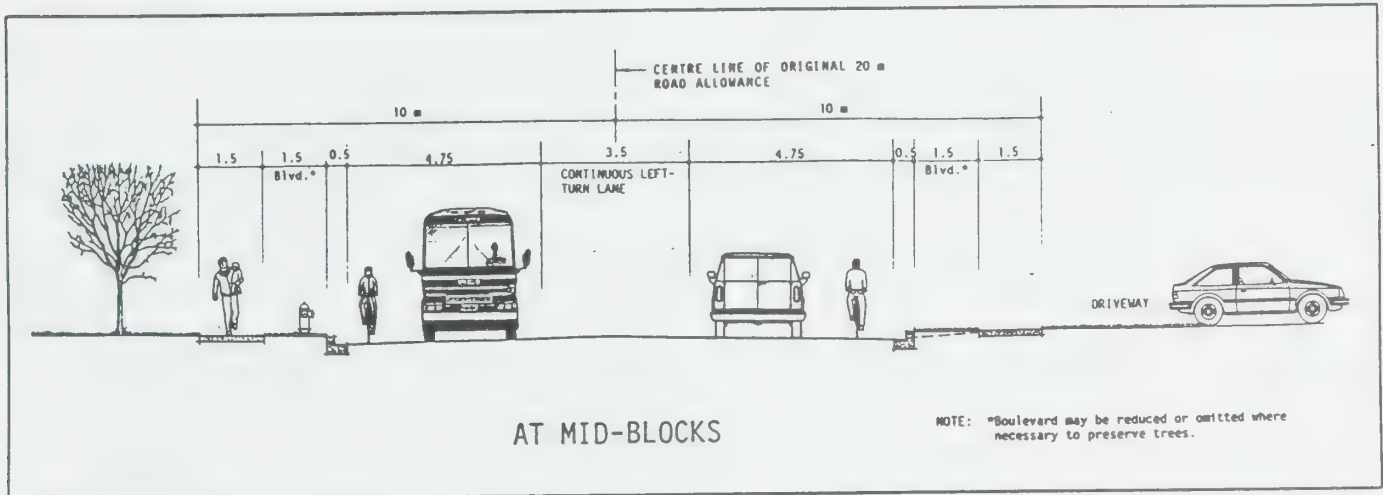
Approximately 50 residents examined the four cross-section options at a workshop held in June. They discussed problems with the road and the options that would best solve those problems. They expressed concern with the safety of pedestrians and cyclists, speeding, loss of characteristic trees and the need for reduction in traffic volumes.

After reviewing the problem and the possible solutions, the group recommended:

- a three lane urban cross-section with sidewalks on both sides and provisions for bicycles on the road
- another opportunity to see the three lane design and provide comments on areas where there are concerns with trees and other features (information centres, newsletters)
- to minimize widening to fit within a 66 foot road allowance, where possible

Preferred Design Alternative

The evaluation of design alternatives at the public workshop and by the Region resulted in recommending that Stone Church Road be widened to a three lane urban cross-section. This includes a continuous centre left turn lane, a wider curb lane to accommodate cyclists, and provisions for sidewalks on both sides of the road.



Landscaping Plan

Tree preservation is a major concern along some sections of the road. The Region has agreed to work with the community to develop a landscaping/streetscaping plan to:

- **protect existing trees, where possible**
- **minimize damage to trees during construction**
- **plant trees that complement the area and adjacent property**
- **ensure that future development is sensitive to existing trees and enhances the road right of way according to the streetscaping plan**

The Region will be working with a landscape architect and the community to develop a streetscaping plan.



Sidewalks

New sidewalks have been requested by many residents in the area to address safety concerns for seniors and school children.

How are sidewalks built?

- Sidewalks are built by the City of Hamilton under the Local Improvement Act.
- In this study, the Region will design the right-of-way with sidewalks on both sides of the road.
- The City of Hamilton will apply the Local Improvement Act to obtain funding from adjacent landowners for sidewalk construction.
- If approval for sidewalks is obtained under the Local Improvement Act, they will be built as adjacent sections of the road are constructed.

What impacts do sidewalks have?

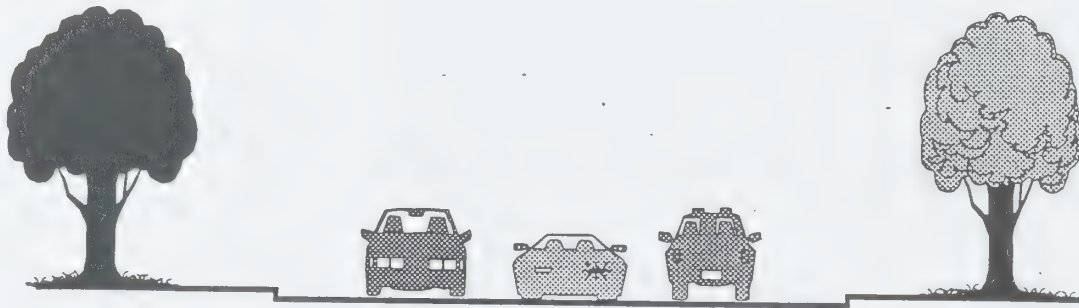
In determining where sidewalks will be placed, the following must be considered:

- Are adjacent landowners willing to fund and maintain sidewalks?
- Is additional property required?
- Will trees be damaged or removed?
- Where will utilities (telephone, cable, gas, water, sewers) be located?

What's Next?

Following these information centres, the Region will:

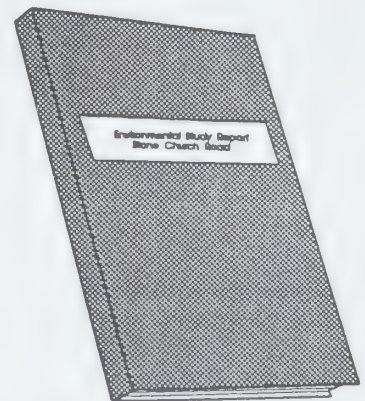
Develop the three lane option and a streetscaping plan



**Write a report (Environmental Study Report)
that documents:**

- the decision-making process,
- the project the Region is proposing to build and its impacts,
- a description of how impacts will be avoided or reduced

The commitments made in the report must be carried out by the Region.



Thank you for your interest in this project. If you have further questions or require additional information, please contact:

Pamela Hubbard, Environmental Planner

or

Bert Salatandre, P. Eng., Project Manager

Roads Department

The Regional Municipality of Hamilton-Wentworth

25 Main Street West, 10th Floor Hamilton, Ontario L8P 1H1

Telephone: (905) 546-4277

Fax: (905) 546-2385

Your comments are welcome at any time during the study.

Please provide your comments on this stage of the project to the Special Projects Office by November 30, 1994. If you have significant concerns with the project, please ensure that Regional staff are aware of these concerns.

You will also have an opportunity to review the Environmental Study Report to determine how your concerns have been addressed. At that point, if you feel that there are still significant issues to be addressed, you will have another opportunity to resolve your concerns with the Region.

If this does not prove to be satisfactory, you may appeal to the Minister of Environment and Energy to require the project to undergo a more extensive environmental assessment (contact the Special Projects Office for additional details).

LOCAL IMPROVEMENT ACT

All first time construction of roads, curbs, sidewalks and alleys on existing road allowances are done under the Local Improvement Act. Exception is Regional Roads - locals only for walks.

Section 8 City initiative - if there is one objection - then O.M.B. Hearing

It is used when it is imperative that the project proceed and would be initiated after a Section 12 is petitioned against.

Section 11 Petition by the owners. Project may proceed with Council approval upon receipt of a petition signed by at least 2/3 of the owners and the assessed value of their lots should be at least 50% of the total assessed value of the lots abutting the work.

If a person does not want the work, he/she should not sign the petition. If enough people do sign, they are forced to pay - if the work is approved.

Section 12 City initiative. Work may proceed unless a petition against is received within 30 days of advertising. To be sufficiently signed against, the petition must be signed by a majority of the owners and the assessed value of their lots must be at least 50% of the total assessed value of the lots abutting the project.

If a person does not want the work, they should request a petition against form from the Public Works Department.

**Owners have the option of paying a lump sum for the work or spreading the payments over 15 years on their taxes (interest added).

FLANKAGE EXEMPTION

When the longest side of a property abuts the work, there is a flankage exemption granted. The City pays for 3/4 of the cost of the longest side up to 23 metres or 75 feet.

Examples:

- longest side 30 metres long - City pays 23 metres, owner pays 7 metres
- longest side 35 metres long - City pays 23 metres, owner pays 12 metres
- longest side 28 metres long - City pays 3/4 X 28 or 21 metres, owner pays 7 metres

November, 1993

/jdh

993 Local Improvement Rate
for Sidewalks:
89.00/metre (*27.13/foot)



Department of Public Works
City Hall, 71 Main Street West
Hamilton, Ontario L8N 3T4
905-516-4297

**Class Environmental Assessment for the
Reconstruction of Stone Church Road
from Garth Street to east of Upper Mount Albion Road**

**Public Information Centre #2
November 2 & 3, 1994**

COMMENT SHEET

I. The Proposed Plan

The Region is proposing to reconstruct Stone Church Road from Garth Street to Pritchard Road with the following improvements: (please check the box that applies and provide comments)

- three lanes with curbs and gutters, with one lane in each direction and a continuous centre left turn lane, where there is currently 2 lanes with ditches and gravel shoulders
☐ agree ☐ disagree ☐ no opinion
-

- intersection improvements
☐ agree ☐ disagree ☐ no opinion
-

- provisions for bicycles on the road (bicycle lanes or wider curb lanes)
☐ agree ☐ disagree ☐ no opinion
-

- provisions for sidewalks on both sides of the road
☐ agree ☐ disagree ☐ no opinion
-

- streetscaping plan to be implemented with construction and planned with community
☐ agree ☐ disagree ☐ no opinion
-

- first stage of construction (1995) from Upper Gage Avenue to Redmond Drive
☐ agree ☐ disagree ☐ no opinion
-

- the area between Pritchard Road and east of Upper Mount Albion Road may be improved for bicycles (paved shoulders) but will not be widened to 3 lanes at this time
☐ agree ☐ disagree ☐ no opinion
-

Please provide your name and address so that we can respond to your comments. Comments and information supplied by those attending the information centre are being collected to assist the Region of Hamilton-Wentworth in meeting requirements under the Environmental Assessment Act, and are being collected under the authority of the Municipal Freedom of Information and Protection of Privacy Act. With the exception of personal information that may be used to forward further documentation to you in the future, all comments will become part of the public record.

NAME:

ADDRESS:

POSTAL CODE:

II. IN YOUR OPINION, does the proposed plan maintain the residential character of Stone Church Road?

III. General Comments:

IV. After This Information Centre...

The Region will be working with a landscape architect and the community to develop a streetscaping plan. This will require continued involvement from interested members of the community.

- ☐ I would like to be involved with the overall landscaping plan
- ☐ I would like involvement with landscaping in front of my property
- ☐ I do not require any further involvement

IV. Please return your comments by November 30, 1994 to...

Pamela Hubbard, Environmental Planner or
Bert Salatandre, P. Eng., Project Manager

Region of Hamilton-Wentworth
Roads Department
25 Main Street West, 10th Floor
Hamilton, Ontario
L8P 1H1

Telephone (905) 546-4277
Fax: (905) 546-2385

SUMMARY OF COMMENTS

Received at
Public Information Centre #2 November 2 & 3, 1994

(as of November 7, 1994)

for the Reconstruction of Stone Church Road
from Garth Street to east of Upper Mount Albion Road
(20 Comment Sheets returned)

I. THE PROPOSED PLAN:

The public was asked to state their opinion and to provide comments on the following seven components of the proposed plan. (one person did not answer this question)

- three lanes with curbs and gutters, with one lane in each direction and a continuous centre left turn lane, where there is currently 2 lanes with ditches and gravel shoulders

18 agree

1 disagree

0 no opinion

- should be 4 lanes from Garth St. to Upper Ottawa St.
- restriping to 3 lanes from Gage to Ottawa clearly showing negative effect on traffic flow
- reduce width of centre turning lane, keep as narrow as possible (2)

- intersection improvements

19 agree

0 disagree

0 no opinion

- Upper James should be top priority intersection
- Upper Sherman
- intersection at Nebo Road needs a traffic light

- provisions for bicycles on the road (bicycle lanes or wider curb lanes)

14 agree

4 disagree

1 no opinion

- bicycle lanes preferred over wider curb lanes (5)
- increase width of bicycle lanes

- provisions for sidewalks on both sides of the road

19 agree

0 disagree

0 no opinion

- sidewalks with boulevards preferred (2)
- widen width of sidewalks for at least 2.5 people; proposed are too narrow
- sidewalks at least as far as Nebo Road

- streetscaping plan to be implemented with construction and planned with community

17 agree

0 disagree

2 no opinion

- lots of trees

- first stage of construction (1995) from Upper Gage Avenue to Redmond Drive

14 agree

2 disagree

2 no opinion

- West 5th Street to Upper Wellington Street section should be priority
- the sooner the better
- Upper James Street is the worst area

- the area between Pritchard Road and east of Upper Mount Albion Road may be improved for bicycles (paved shoulders) but will not be widened to 3 lanes at this time

14 agree

2 disagree

3 no opinion

- this should be part of the entire road development, at least by giving it a part of the time line, even though it's a low priority
- if putting in bike paths you should widen road at the same time

II. IN YOUR OPINION, does the proposed plan maintain the residential character of Stone Church Road?

16 yes

0 no

4 no response

Comments:

- yes, but would like to see traffic pushed towards #53 and the expressway
- yes, let's get it done; Stone Church Road is a joke to drive everyday
- all this widening should have been done 20 years ago when it was still a country road
- yes, the third lane is a necessary compromise
- yes, especially if maximum effort to preserve trees, minimize traffic, upgrade intersections

III. GENERAL COMMENTS:

General

- looks great, let's get started
- looks great! Do it before I pass to my great reward
- maintain Stone Church at 3 lanes; upgrade Rymal to 4 lanes otherwise traffic will clog Stone Church
- keep Stone Church Road 4 lanes all the way through
- proposed plan does not show closure of Eleanor, when will this occur?
- would like to see bus service across Stone Church Road
- hopefully traffic flow on Stone Church will lessen with the opening of the expressway, or the 3 lane option will not handle the traffic
- address expropriation before any plans are to be further studied (ie: sidewalks, access-services!)
- 111 Stone Church Road East: concern about our underground utilities (hydro, Cable TV, telephone) running from private property to hydro pole

Trees

- please leave the trees and shrubs
- keep as many trees as possible and plant new ones as needed
- flowerbeds will improve area
- save as many trees as possible as there are little trees in the area of Wentworth and Stone Church, therefore every tree is important
- agreement between Hamilton Hydro/City re: mature tree demolition due to lack of funding for up keep—EASEMENT!
- 750 Stone Church Road East: large evergreen tree in front of house on property line that blocks view of house; would like it removed and replaced with a deciduous tree, preferably a maple
- 155 Stone Church Road West: street fronting shrubs appear to be affected: if they need to be moved owner would like them replanted further back. Also, large row of oak trees not included on plan should be preserved
- 33 Stone Church Road West: save three maples in front of house, if at all possible
- 111 Stone Church Road East: extensive landscaping right to the road; please consult owners for details to preserve landscaping

Traffic

- keep speed down
- keep trucks off Stone Church Road west of Upper Ottawa Street
- intersection at Nebo Road needs a traffic light
- 78 Stone Church Road: driveway conflict with right lane turning movements (going east) onto Diconzo Drive
- there is urgent need for improvement of Stone Church/Upper James intersection (ie:turning lanes)
- Agreed! (to above comment)
- like to see stop lights at Sherman and Stone Church
- don't shut off other end of Eleanor Ave. at Stone Church
- stop light at Eva and Rymal
- Redmond—lights? High density of school children 5-18 (years) bussed and walking
- stop lights at Nebo Road and Stone Church Road

Construction Schedule

- do Upper Sherman intersection first
- like to see changes and upgrades between Upper Wellington and West 5th done much sooner than planned (worst sections for pedestrian safety)
- would like intersection at Upper James improved with turn lanes and or advance green sooner than planned
- section between Upper Wellington and West 5th is the busiest section and is going to be done last; should be done first
- support three lane concept, but disagree with implementation time line; West 5th to Wellington is the most critical section; intersection at James is a serious problem, especially at rush hours, with no turning lanes; also impacts cars trying to leave Barton Stone United Church parking lot because of backed up traffic at these times
- Upper James corner is terrible; when Tim Horton's opens with 2 driveways onto James and 1 onto Stone Church a lethal traffic flow situation will result

Bicycles

- separate bicycle lanes will keep motorized vehicle traffic to a minimum, required to maintain and improve residential status
- bicycle lanes are a must; it will cut down on automobile traffic therefore cutting down on noise and pollution and maintain a more residential character of the area
- like to see access (foot/bike) to rail-trail at Stone Church and Dartnall
- like to see bike area marked

Sidewalks

- re: 61 Stone Church Road East; prefer sidewalk to run straight, remove trees that interfere and replace them after sidewalk installed

Overall Property Issues

Barton Stone United Church (21 Stone Church Road West):

- "Will the City help improve area in front of (Barton Stone) church in exchange for taking property and cutting into concrete?"

The Church of Jesus Christ of Latter Day Saints (701 Stone Church Road East):

- concern for anything LESS than a four lane road
- anticipating reconstruction to an arterial as in City Plan
- used by over 1000 community members, Family History Centre open to the public receives over 300 visits per month
- expansion will require four lane road

Johnson Motor Sales Co. Ltd. (1350 Upper James Street):

- 7 to 8 feet of their property required for proposed plan may harm viability as a used car lot; request that Region shift road further south and use property of home owners and church in stead of their's to allow their business to continue unaffected
- proposed crown of road is higher than present used car lot; request that it be lowered to keep lot flush with curb and sidewalk

IV. LANDSCAPING PLAN:

The Region will be working with a landscape architect and the community to develop a streetscaping plan. This will require continued involvement from interested members of the community.

- 4 would like to be involved with the overall landscaping plan
- 4 would like involvement with landscaping in front of their property
- 5 do not require any further involvement
- 7 no response

I. The Proposed Plan

The Region is proposing to reconstruct Stone Church Road from Garth Street to Pritchard Road with the following improvements: (please check the box that applies and provide comments)

- three lanes with curbs and gutters, with one lane in each direction and a continuous centre left turn lane, where there is currently 2 lanes with ditches and gravel shoulders
☐ agree ☐ disagree ☐ no opinion

- intersection improvements
☒ agree ☐ disagree ☐ no opinion

- provisions for bicycles on the road (bicycle lanes or wider curb lanes)
☒ agree ☐ disagree ☐ no opinion

- provisions for sidewalks on both sides of the road
☒ agree ☐ disagree ☐ no opinion

- streetscaping plan to be implemented with construction and planned with community
☐ agree ☐ disagree ☐ no opinion

- first stage of construction (1995) from Upper Gage Avenue to Redmond Drive
☒ agree ☐ disagree ☐ no opinion

- the area between Pritchard Road and east of Upper Mount Albion Road may be improved for bicycles (paved shoulders) but will not be widened to 3 lanes at this time
☒ agree ☐ disagree ☐ no opinion

FILE NO.	00.19.01.3
LETTER	
SUBJECT	STONE CHURCH ROAD
DATE	
PREPARED BY	
APPROVED BY	
FILED BY	
FILED	

11. IN YOUR OPINION, does the proposed plan maintain the character of Church Road?

CERTAINLY, IT IS A PITY THAT CITY DEPARTMENTS ARE NOT EQUALLY AS EFFICIENT.

I HAVE AN ON-GOING INTEREST IN 'THE BARTON COMMUNITY CENTRE' — 1383 UPPER JAMES STREET, BECAUSE AT A NEAR DATE THE YMCA WISH TO BE INVOLVED WITH THE BCC AND THE SPORTS FIELDS, WADING POOL ETC IN THE FIELD IN THE HINTER-LAND BEHIND, THIS MEANS TO THE CITY. USE OF IT OR NOT THE MAIN ENTRANCE SHOULD BE ON STONE CHURCH ROAD, SOUTH. AN ENTRANCE AT THE UPPER JAMES PARKING LOT IS EASILY AVAILABLE WITH SOME NORTH BUT BECAUSE THERE WILL BE AN ALL DAY RUNDOWN COMING & GOING TRAFFIC ENTERING OFF JAMES ST GOING SOUTH, WITH OUT A TRAFFIC LIGHT IS DANGEROUS AND WHEN LIGHTS ARE AT THE STONE CHURCH ROAD OTHERS WOULD BE TOO CLOSE TO BE EFFECTIVE, SO: THE EAST TURN LANE ONTO STONE CHURCH SHOULD EXTEND TO THE PARK ENTRANCE BEFORE TAPPING OFF. IF IT'S TO BE YMCA THERE WILL ALSO BE MORE INVOLVED ETC! PLEASE CONSIDER THIS SITUATION IN YOUR PLANS AT THAT CORNER & REEDER LANE

Johnson 94.

IV. After This Information Centre...

The Region will be working with a landscape architect and the community to develop a streetscaping plan. This will require continued involvement from interested members of the community.

☐ I would like to be involved with the overall landscaping plan

☐ I would like involvement with landscaping in front of my property

'SIDEWALKS':

I DO HAVE DIFFICULTY IN UNDERSTANDING THE SIDEWALK ASSESSMENT.

WHERE I LIVE, IN FRONT OF MY HOUSE I HAVE A SIDEWALK, THIS IS RARELY USED BY MEMBERS OF MY HOUSEHOLD, IF AT ALL, EVEN MY GUESTS COME & GO BY CAR FROM MY DRIVEWAY. IT IS USED HOWEVER BY A MULTITUDE OF PASSERS AND CHILD-WAIT LEANING ON MY HEDGES FOR SCHOOL BUSES. I SWEEP THE SIDEWALK, I EXTRACT WEEDS & GRASSES THAT GROW IN THE CRACKS & THE CURB GUTTER. I ALSO PICK-UP ALL THE PAPER & POP CANS LEFT BY PASSING FLOW & WHAT GETS STUFFED INTO MY HEDGES. TO HAVE A SIDEWALK THAT I MUST SNOW PLOW FOR OTHERS IS OF NO REAL BENEFIT TO ME. I AGREE THAT MY DRIVEWAY NEEDS A CURB INDENTATION TO ENTER THE ROAD BUT I DID PAY EXTRA FOR THAT AS A CASH DEAL WITH THE CITY.

HOW CAN THE REGION JUSTIFY A HOME OWNER ON STONE CHURCH ROAD BE ENTICED TO PAY FOR A SIDEWALK OTHERS IN THE AREA HAVE REQUESTED & WHO MAKE MORE USE OF IT THAN THE HOUSE OWNER? SURELY THIS MUST BE AN AREA ASSESSMENT.

I WILL NOT BE PERSONALLY AFFECTED BY THE COST OF THE SIDEWALKS ON 'STONE CHURCH ROAD' BUT I WOULD AGREE WITH THOSE WHO DO NOT WISH TO DO SO AS THEY SHOULD NOT BE FOOTING THE BILL ALONE WITHOUT THE HELP OF OTHERS IN THE AREA FOR THE CONVENIENCE TO ALL. IT IS BAD ENOUGH BECAUSE OF UP-DATING PROGRESS THEY WILL BEAR THE BRUNT OF THE THREE LANE ROAD WHICH ANYONE CAN ALSO USE TO PASS ALONG IT BUT PAY FOR SIDEWALKS TOO!!!!!!

I. The Proposed Plan

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- three lanes with curbs and gutters, with one lane in each direction and a continuous centre left turn lane, where there is currently 2 lanes with ditches and gravel shoulders

☒ agree

☐ disagree

☐ no opinion

-
- intersection improvements

☒ agree

☐ disagree

☐ no opinion

-
- provisions for bicycles on the road (bicycle lanes or wider curb lanes)

☒ agree

☐ disagree

☐ no opinion

BICYCLE LANES PREFERRED

-
- provisions for sidewalks on both sides of the road

☒ agree

☐ disagree

☐ no opinion

ALL SIDEWALKS WITH BOULEVARD WHERE POSSIBLE

-
- streetscaping plan to be implemented with construction and planned with community

☒ agree

☐ disagree

☐ no opinion

-
- first stage of construction (1995) from Upper Gage Avenue to Redmond Drive

☐ agree

☐ disagree

☐ no opinion

-
- the area between Pritchard Road and east of Upper Mount Albion Road may be improved for bicycles (paved shoulders) but will not be widened to 3 lanes at this time

☒ agree

☐ disagree

☐ no opinion

Church Road?

YES -

III. General Comments:

I WOULD LIKE TO SEE THE CHANGES
AND UPGRADES TO STONECHURCH - BETWEEN
UP WELLINGTON & WEST 5TH DONE MUCH SOONER
THAN PLANNED - I THINK FOR PEDESTRIAN STAFFY
THEY ARE THE WORST SECTIONS OF ROAD WALKS.
WOULD LIKE INTERSECTION AND UP JAMES
IMPROVED WITH TURN LANES AND/OR ADVANCE
GREEN LIGHTS - SOONER THAN PLANNED

IV. After This Information Centre...

The Region will be working with a landscape architect and the community to develop a streetscaping plan. This will require continued involvement from interested members of the community.

- ☐ I would like to be involved with the overall landscaping plan
- ☐ I would like involvement with landscaping in front of my property
- ☐ I do not require any further involvement

IV. Please return your comments by November 30, 1994 to...

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Bert Salatandre, P. Eng., Project Manager

Region of Hamilton-Wentworth
Roads Department
25 Main Street West, 10th Floor
Hamilton, Ontario
L8P 1H1

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Fax: (905) 546-2385

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☒ agree ☐ disagree ☐ no opinion
-

- intersection improvements
☒ agree ☐ disagree ☐ no opinion

— See comment(s) (#2)

- provisions for bicycles on the road (bicycle lanes or wider curb lanes)
☒ agree ☐ disagree ☐ no opinion
-

- provisions for sidewalks on both sides of the road
☒ agree ☐ disagree ☐ no opinion
-

- streetscaping plan to be implemented with construction and planned with community
☒ agree ☐ disagree ☐ no opinion
-

- first stage of construction (1995) from Upper Gage Avenue to Redmond Drive
☒ agree ☐ disagree ☐ no opinion
-

- the area between Pritchard Road and east of Upper Mount Albion Road may be improved for bicycles (paved shoulders) but will not be widened to 3 lanes at this time
☒ agree ☐ disagree ☐ no opinion
-

II. IN YOUR OPINION, does the proposed plan
Church Road?

- yes.

III. General Comments:

- ✓ ① do upp. Sherman intersection first (I see that is planned)
- ② intersection at Nebo Rd. needs a traffic light - lots of vehicles turning up & down.
- ③ intersection at Eleana (I would like a response or feedback on this item, please) Eleana is to be closed, when is the time frame? - Which makes me wonder about the proposed plan for that intersection - thanks

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☒ agree ☐ disagree ☐ no opinion

- intersection improvements
☒ agree ☐ disagree ☐ no opinion

① UP. JAMES. ② UP. SHERMAN.

- provisions for bicycles on the road (bicycle lanes or wider curb lanes)
☐ agree ☐ disagree ☐ no opinion

- provisions for sidewalks on both sides of the road
☒ agree ☐ disagree ☐ no opinion

- streetscaping plan to be implemented with construction and planned with community
☒ agree ☐ disagree ☐ no opinion

- first stage of construction (1995) from Upper Gage Avenue to Redmond Drive
☐ agree ☒ disagree ☐ no opinion

2nd stage. DO. UP. JAMES AREA FIRST.

DON'T TRAP RESIDENTS BETWEEN CONSTRUCTION WITH NO EXIT. LIKE THE LAST TIME (WELLINGTON STARTED UP JAMES STARTED RESIDENTS TRAPPED IN HOMES).

- the area between Pritchard Road and east of Upper Mount Albion Road may be improved for bicycles (paved shoulders) but will not be widened to 3 lanes at this time
☐ agree ☒ disagree ☐ no opinion

SAME ALL THE WAY ACROSS.

II. IN YOUR OPINION, does the proposed plan maintain the residential character of Stone Church Road?

The trees that the city cut down 18 years, that same said they would replace still have not been replaced, Cedar and Maples.

Fix intersection at Up. James, left, right, straight through in each

Direction. traffic coming from east cannot go through green light at
III. General Comments:

Wellington, because of tie-up at Up. James. Rush hr 7-9 and 3-6 gets worse every day. No break in traffic to get in or out of home.

Hopefully the hight of the road will not be raised any higher as it was when sewers were put in, and every project before that, leaving old homes with a ramp to climb up to get to the road, causing drainage problems and flooding for some old residents, that were once level with the road.

Keep continuity from East to West, three lanes, will minimize accidents, as some people use it as alternative to cross mountain.

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FILE No.	<i>Sili binder</i>
LETTER No.	
PROJECT OFFICE	
NOV 29 1994	
PROJ. ENG.	<i>[Signature]</i>
PLANNER	<i>[Signature]</i>
PMS	<i>[Signature]</i>
FILED	<i>[Signature]</i>

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☒ agree ☐ disagree ☐ no opinion
-

- intersection improvements
☒ agree ☐ disagree ☐ no opinion
-

- provisions for bicycles on the road (bicycle lanes or wider curb lanes)
☒ agree ☐ disagree ☐ no opinion
-

- provisions for sidewalks on both sides of the road
☒ agree ☐ disagree ☐ no opinion
-

- streetscaping plan to be implemented with construction and planned with community
☒ agree ☐ disagree ☐ no opinion
-

- first stage of construction (1995) from Upper Gage Avenue to Redmond Drive
☐ agree ☒ disagree ☐ no opinion

SEE NOTE ON BACK. THIS AREA IS NOT AS CONGESTED.

AS KILLER CORNER. UPPER JAMES. THE SECTION PROPOSED FOR FIRST IMPROVEMENT IS LOVELY, BY COMPARISON. FREE UP CONGESTION AT UP. JAMES FIRST AND NO OTHER PART WILL ~~BE~~ HAVE AS MANY PROBLEMS.

- the area between Pritchard Road and east of Upper Mount Albion Road may be improved for bicycles (paved shoulders) but will not be widened to 3 lanes at this time
☐ agree ☒ disagree ☐ no opinion

KEEP CONTINUITY ALL THE WAY ACROSS, BECAUSE EVERYONE TRAVELS FROM EAST MOUNTAIN TO #6 HWY CORRIDOR TO LAKE ERIE MANY TOWNS, AIRPORT DOWNTOWN, TORONTO, ANEASTER, CALEDONIA, MT. HOPE AIRPORT & COUNTLESS BUSINESSES.

II. IN YOUR OPINION, does the proposed plan maintain the residential character of Stone Church Road?

It seems to be a good plan, but you are starting in the wrong area.

The intersection at Up. James is dangerous because it is the main point of congestion, there are NO TURNING LANES on to #6 people are

making their own driving on shoulder, lawns or anyway out.

III. General Comments:

If you can't see your way clear to improve the most congested area

first, at LEAST MAKE THE INTERSECTION SAFE. One lane straight through

ONLY, one lane left turn ONLY, one lane Right turn ONLY, in every

direction. People have to jump back from the corner when waiting for

a bus because trucks and buses run over the sidewalk. When Tim Horton's

opens it will beworse, as it was when Zellers, Fortinos and all the

other new business opened. Fatal accidents are bound to occur if

something is not done. Sherman cut is up only at rush hr., so Up, James

is used to go to Toronto, Hamilton down town, and they all are trapped

at Upper James and Stone church, lines past Wellington bumper to bumper.

IV. After This Information Centre...

The Region will be working with a landscape architect and the community to develop a streetscaping plan. This will require continued involvement from interested members of the community.

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FILE NO. <i>File 1/1/1</i>	
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NOV 27 1994	
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<i>[Signature]</i>	
<i>[Signature]</i>	

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- three lanes with curbs and gutters, with one lane in each direction and a continuous centre left turn lane, where there is currently 2 lanes with ditches and gravel shoulders
☐ agree ☒ disagree ☐ no opinion

Should be 4 lanes from Garth to Upper Ottawa. Section between Up. Ottawa and Up. Gage recently reduced from 4 to 3 lanes clearly shows a negative effect on traffic flow.

- intersection improvements
☒ agree ☐ disagree ☐ no opinion

Upper James should be top priority intersection.

- provisions for bicycles on the road (bicycle lanes or wider curb lanes)
☒ agree ☐ disagree ☐ no opinion

- provisions for sidewalks on both sides of the road
☒ agree ☐ disagree ☐ no opinion

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☐ agree ☐ disagree ☒ no opinion

- first stage of construction (1995) from Upper Gage Avenue to Redmond Drive
☐ agree ☒ disagree ☐ no opinion

Upper James area is worst area.

- the area between Pritchard Road and east of Upper Mount Albion Road may be improved for bicycles (paved shoulders) but will not be widened to 3 lanes at this time
☒ agree ☐ disagree ☐ no opinion

II. IN YOUR OPINION, does the proposed plan maintain the residential character of Stone Church Road?

III. General Comments:

To maintain Stonechurch at three lanes only then Rymal should be upgraded to four lanes otherwise traffic will clog Stonechurch.

IV. After This Information Centre...

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☒ agree ☐ disagree ☐ no opinion
-

- intersection improvements
☒ agree ☐ disagree ☐ no opinion
-

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☒ agree ☐ disagree ☐ no opinion
-

- provisions for sidewalks on both sides of the road
☒ agree ☐ disagree ☐ no opinion
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-

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☒ agree ☐ disagree ☐ no opinion
-

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☒ agree ☐ disagree ☐ no opinion
-

II. IN YOUR OPINION, does the proposed plan maintain the residential character of Stone Church Road?

Yes - especially if maximum
effort to preserve trees, minimise traffic,
upgrade intersections

III. General Comments:

The Upper James / Stone Church Corner
is terrible. When the Tim Horton's now being
built, opens 2 driveways into Upper James, 1 into Stone Church,
a lethal traffic jam situation will result.

* At our location 111 Stone Church Rd East,
we have extensive landscaping right to the road and
underground utilities that follow a very curved course - please
consult us for details to preserve our landscaping and to consider when
relocating our utilities.

IV. After This Information Centre...

The Region will be working with a landscape architect and the community to develop a streetscaping plan. This will require continued involvement from interested members of the community.

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☒ agree ☐ disagree ☐ no opinion
-

- intersection improvements
☒ agree ☐ disagree ☐ no opinion
-

- provisions for bicycles on the road (bicycle lanes or wider curb lanes)
☒ agree ☐ disagree ☐ no opinion
-

- provisions for sidewalks on both sides of the road
☒ agree ☐ disagree ☐ no opinion
-

- streetscaping plan to be implemented with construction and planned with community
☒ agree ☐ disagree ☐ no opinion
-

- first stage of construction (1995) from Upper Gage Avenue to Redmond Drive
☐ agree ☒ disagree ☐ no opinion

Priority should be given to West 5th - Wellington section.

- the area between Pritchard Road and east of Upper Mount Albion Road may be improved for bicycles (paved shoulders) but will not be widened to 3 lanes at this time
☐ agree ☒ disagree ☐ no opinion

This should be part of the entire road development -- at least by giving it a part of the time line, even though it has a low priority.

II. IN YOUR OPINION, does the proposed plan
Church Road?

Yes, with the necessary compromise of the 3rd lane

III. General Comments:

I support the 3-lane concept -- but disagree with the implementation timeline. The West 5th - Wellington portion is the most critical section. The intersection at James St is a serious problem area -- especially at rush hours -- with no turning lanes. This also impacts on cars trying to enter + leave the Barton Stone Church parking lot because of backed up traffic at those times.

IV. After This Information Centre...

The Region will be working with a landscape architect and the community to develop a streetscaping plan. This will require continued involvement from interested members of the community.

- ☐ I would like to be involved with the overall landscaping plan
- ☐ I would like involvement with landscaping in front of my property
- ☒ I do not require any further involvement

IV. Please return your comments by November 30, 1994 to...

Pamela Hubbard, Environmental Planner or
Bert Salatandre, P. Eng., Project Manager

Region of Hamilton-Wentworth
Roads Department
25 Main Street West, 10th Floor
Hamilton, Ontario
L8P 1H1

Telephone (905) 546-4277
Fax: (905) 546-2385

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-

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-

- provisions for bicycles on the road (bicycle lanes or wider curb lanes)
☒ agree ☐ disagree ☐ no opinion

Marked Lane Bikes only

- provisions for sidewalks on both sides of the road
☒ agree ☐ disagree ☐ no opinion

With Boulevard

- streetscaping plan to be implemented with construction and planned with community
☒ agree ☐ disagree ☐ no opinion
-

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☒ agree ☐ disagree ☐ no opinion
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☒ agree ☐ disagree ☐ no opinion
-

Church Road?

Yes.

III. General Comments:

Section Between Upper Wellington + West 5th
is the busiest section and is going to
last to be done / feel this section
should be done first.

I will like to see Bus Service across
Stonechurch

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☒ agree ☐ disagree ☐ no opinion
-

II. IN YOUR OPINION, does the proposed plan maintain the residential character of Stone Church Road?

It is a good plan. But if buses are on it, drivers will not like stops & go traffic.

III. General Comments:

THE WEST HALF OF STONE CHURCH BEFORE THE EAST (IT IS ALREADY WELL DEVELOPED MORE THAN THE EAST), THIS SHOULD BE COMPLETED WITHIN 3 YEARS (ALL OF STONE CHURCH), UPPER JAMES MUST BE EXPANDED FOR LEFT TURN. THE SAME SHOULD BE DONE FOR RYMAL ROAD (FROM UPPER PARADISE TO DARTNALL). AT LEAST A NEW SURFACE, ETC. BE DONE.

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FILE No.	<i>File Linda</i>
LETTER No.	
PROJECT OFFICE	
NOV 29 1994	
DATE	<i>Nov 29 1994</i>
NAME	<i>[Signature]</i>
<i>[Signature]</i>	
<i>[Signature]</i>	
*Please return to h	

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☒ agree ☐ disagree ☐ no opinion
-

II. IN YOUR OPINION, does the proposed plan maintain the residential character of Stone Church Road?

- as much as is possible with a 3 lane road

III. General Comments:

I still resent the fact that #53 Highway has not been widened and that so much development had been allowed along this road before widening was considered. In the meantime people have become used to using Stone Church.

It is imperative that the intersection at Stone Church + Upper James be improved - allowing for turning lanes - with minimal impact on the 148 year old Barton Stone Church.

IV. After This Information Centre...

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NOV 30 1994	
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DIS. TO <i>[Signature]</i>	TO <i>[Signature]</i>
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☐ agree ☐ disagree ☒ no opinion
-

II. IN YOUR OPINION, does the proposed plan maintain the restoration character of Stone Church Road?

yes.

III. General Comments:

Please leave the trees and shrubs.
Keep speed down.
Keep trucks off Stone Church Road
West of Upper Ottawa Street.

IV. After This Information Centre...

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☒ agree ☐ disagree ☐ no opinion
-

II. IN YOUR OPINION, does the proposed plan maintain the residential character of Stone Church Road?

yes

III. General Comments:

Separate Bicycle Lanes, will keep motorized Vehicle Traffic to a minimum, required to maintain and improve Residential status.
Keep as many Trees as possible and plant new ones as needed. Also Flower beds will improve area.

IV. After This Information Centre...

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☒ agree ☐ disagree ☐ no opinion
-

II. IN YOUR OPINION, does the proposed plan maintain the residential character of Stone Church Road?

Yes

III. General Comments:

Hopefully the traffic flow on Stone Church will lessen with the opening of the expressway or the three lane option for Stone Church Road will not handle the traffic.

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AT LEAST AS FAR AS NERO ROAD

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YES

III. General Comments:

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☒ agree ☐ disagree ☐ no opinion
-

II. IN YOUR OPINION, does the proposed plan maintain the residential character of Stone Church Road?

all this widening should have been
done 20 years ago when stonechurch
was still a country road.

III. General Comments:

IV. After This Information Centre...

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☒ agree ☐ disagree ☐ no opinion
-

II. IN YOUR OPINION, does the proposed plan maintain the residential character of Stone Church Road?

YES

III. General Comments:

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☒ agree ☐ disagree ☐ no opinion

KEEP AS NARROW AS POSSIBLE IDENTIFY BICYCLE USE

- intersection improvements
☒ agree ☐ disagree ☐ no opinion

- provisions for bicycles on the road (bicycle lanes or wider curb lanes)
☒ agree ☐ disagree ☐ no opinion

MARK THEM SOMEHOW

- provisions for sidewalks on both sides of the road
☒ agree ☐ disagree ☐ no opinion

- streetscaping plan to be implemented with construction and planned with community
☒ agree ☐ disagree ☐ no opinion

LOTS OF TREES

- first stage of construction (1995) from Upper Gage Avenue to Redmond Drive
☒ agree ☐ disagree ☐ no opinion

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☒ agree ☐ disagree ☐ no opinion

II. IN YOUR OPINION, does the proposed plan maintain the character of Stone Church Road?

YES BUT I WOULD LIKE TO SEE TRAFFIC
PUSHED TOWARDS 53 AND THE EXPRESSWAY

III. General Comments:

IV. After This Information Centre...

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CENTER LANE NOT SO WIDE. WIDER OUTSIDE LANES FOR BIKES

- intersection improvements
☒ agree ☐ disagree ☐ no opinion

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☒ agree ☐ disagree ☐ no opinion

WIDER BICYCLE LANES

- provisions for sidewalks on both sides of the road
☒ agree ☐ disagree ☐ no opinion

SIDEWALKS WIDE ENOUGH FOR AT LEAST 2 1/2 PEOPLE. PRESENT ONE TOO NARROW

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IF PUTTING IN BIKE PATHS - YOU SHOULD WIDEN ROAD @ SAME TIME.

Church Road?

III. General Comments:

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☐ agree ☐ disagree ☒ no opinion
-

Page 5

III. General Comments:

*Re - 61 Stone Church Rd E
I would prefer side walk to be
straight, remove trees that interfere
and replace them after side walk
installed*

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☐ agree ☐ disagree ☐ no opinion
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II. IN YOUR OPINION, does the proposed plan maintain the residential character of Stone Church Road?

III. General Comments:

KEEP STONE CHURCH RD 4 LANES
ALL THE WAY THROUGH

IV. After This Information Centre...

The Region will be working with a landscape architect and the community to develop a streetscaping plan. This will require continued involvement from interested members of the community.

- ☐ I would like to be involved with the overall landscaping plan
- ☐ I would like involvement with landscaping in front of my property
- ☐ I do not require any further involvement

IV. Please return your comments by November 30, 1994 to...

Pamela Hubbard, Environmental Planner or
Bert Salatandre, P. Eng., Project Manager

Region of Hamilton-Wentworth
Roads Department
25 Main Street West, 10th Floor
Hamilton, Ontario
L8P 1H1

Telephone (905) 546-4277
Fax: (905) 546-2385

I. The Proposed Plan

The Region is proposing to reconstruct Stone Church Road from Garth Street to Pritchard Road with the following improvements: (please check the box that applies and provide comments)

- three lanes with curbs and gutters, with one lane in each direction and a continuous centre left turn lane, where there is currently 2 lanes with ditches and gravel shoulders
☒ agree ☐ disagree ☐ no opinion
-

- intersection improvements
☒ agree ☐ disagree ☐ no opinion
-

- provisions for bicycles on the road (bicycle lanes or wider curb lanes)
☒ agree ☐ disagree ☐ no opinion
-

- provisions for sidewalks on both sides of the road
☒ agree ☐ disagree ☐ no opinion
-

- streetscaping plan to be implemented with construction and planned with community
☐ agree ☐ disagree ☒ no opinion
-

- first stage of construction (1995) from Upper Gage Avenue to Redmond Drive
☒ agree ☐ disagree ☐ no opinion
-

- the area between Pritchard Road and east of Upper Mount Albion Road may be improved for bicycles (paved shoulders) but will not be widened to 3 lanes at this time
☒ agree ☐ disagree ☐ no opinion
-

II. IN YOUR OPINION, does the proposed plan maintain the residential character of Stone Church Road?

yes

III. General Comments:

I think bicycle lanes are a must.
It will cut down on auto. malice & traffic
therefor cutting down on noise and
pollution and maintaining a more
residential character of the area.
Save as many trees as possible as there
are little trees in the area of Wentworth
and Stone Church, therefor every tree is important.

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STONECHURCH & UPPER SHELMAN

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THE SOONER THE BETTER

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☒ agree ☐ disagree ☐ no opinion

11. IN YOUR OPINION, does the proposed plan
Church Road?

YES LETS GET IT DONE
STONE CHURCH TO DRIVE EVERYDAY IS
A JOKE

III. General Comments:

LOOKS GREAT LETS
GET STARTED

IV. After This Information Centre...

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☒ agree ☐ disagree ☐ no opinion
-

II. IN YOUR OPINION, does the proposed plan maintain the character of
Church Road?

Yes.

III. General Comments:

Looks Great! Do it before I pass
to my great reward!

IV. After This Information Centre...

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Church Road?

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THE REGIONAL MUNICIPALITY OF HAMILTON-WENTWORTH
Transportation / Environmental Services Group

Roads Department
25 Main Street West, Suite 1000
Hamilton, Ontario L8P 1H1

Tel. (905) 546-4277
Tel. (905) 546-4170
Fax (905) 546-2385

Our File No. 60.19.01.3

February 16, 1995

Dear Resident:

**Stone Church Road Reconstruction
Class Environmental Assessment**

The purpose of this letter is to provide you with a summary of the issues and concerns raised at the public information centres held in November, 1994. You expressed interest in the project either by attending those information centres and/or providing comments. The attached summary describes the main questions and concerns that were raised at the meeting. Please review the attached summary to ensure that all major concerns raised at the last information centres have been recorded.

The public has raised many issues throughout the project that have been incorporated into the design for the road. The Roads Department is preparing an Environmental Study Report that will include a summary of all of the public comments raised throughout the project and will describe how the Region can address these comments. It will also include a description of the project, its impacts, and how we plan to avoid or reduce impacts. You will be notified when the report is available and will have 30 days to review it.

Thank you for participating in this project. If you have any questions please feel free to contact me at 546-4277.

Yours truly,

Pamela Hubbard
Environmental Planner

ph:
attach.



THE REGIONAL MUNICIPALITY OF HAMILTON-WENTWORTH
Transportation / Environmental Services Group

Roads Department
25 Main Street West, Suite 1000
Hamilton, Ontario L8P 1H1

Tel. (905) 546-4277
Tel. (905) 546-4170
Fax (905) 546-2385

Our File No. 60.19.01.3

February 16, 1995

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**Stone Church Road Reconstruction
Class Environmental Assessment**

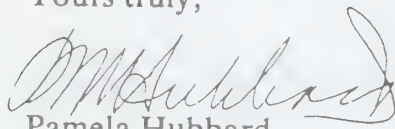
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Also, attached please find a notice of upcoming workshops on the streetscaping plan for the road.

Thank you for participating in this project. If you have any questions please feel free to contact me at 546-4277.

Yours truly,


Pamela Hubbard
Environmental Planner

ph:
attach.

Notice of Workshops

For the Stone Church Road Streetscaping Plan

(from Garth Street to Upper Mount Albion Road)

As part of the proposed reconstruction of Stone Church Road to three lanes, the Roads Department is developing a streetscaping plan. Landplan Collaborative Ltd., a landscape architect consultant has developed some options for a streetscaping plan and is seeking your input before a final decision is made.

If you own property or live along Stone Church Road, or if you live in the area and want to comment on the streetscaping plan, please plan to attend the following workshops:

Wednesday March 1, 1995

James MacDonald School Gymnasium

200 Chester Avenue Hamilton

7:00 - 9:00 p.m.

(for the area between Garth Street

and Upper Wentworth Street)

and

Thursday March 2, 1995

St. Jean de Brebeuf School Gymnasium

200 Acadia Drive, Hamilton

7:00 - 9:00 p.m.

(for the area between Upper Wentworth

Street and Upper Mount Albion Road)

These workshops are informal. The landscape architect will give a brief presentation followed by a discussion period where you will be able to ask questions and provide your comments on the options.

For additional information please contact:

Pamela Hubbard, Environmental Planner

Roads Department, Special Projects Office

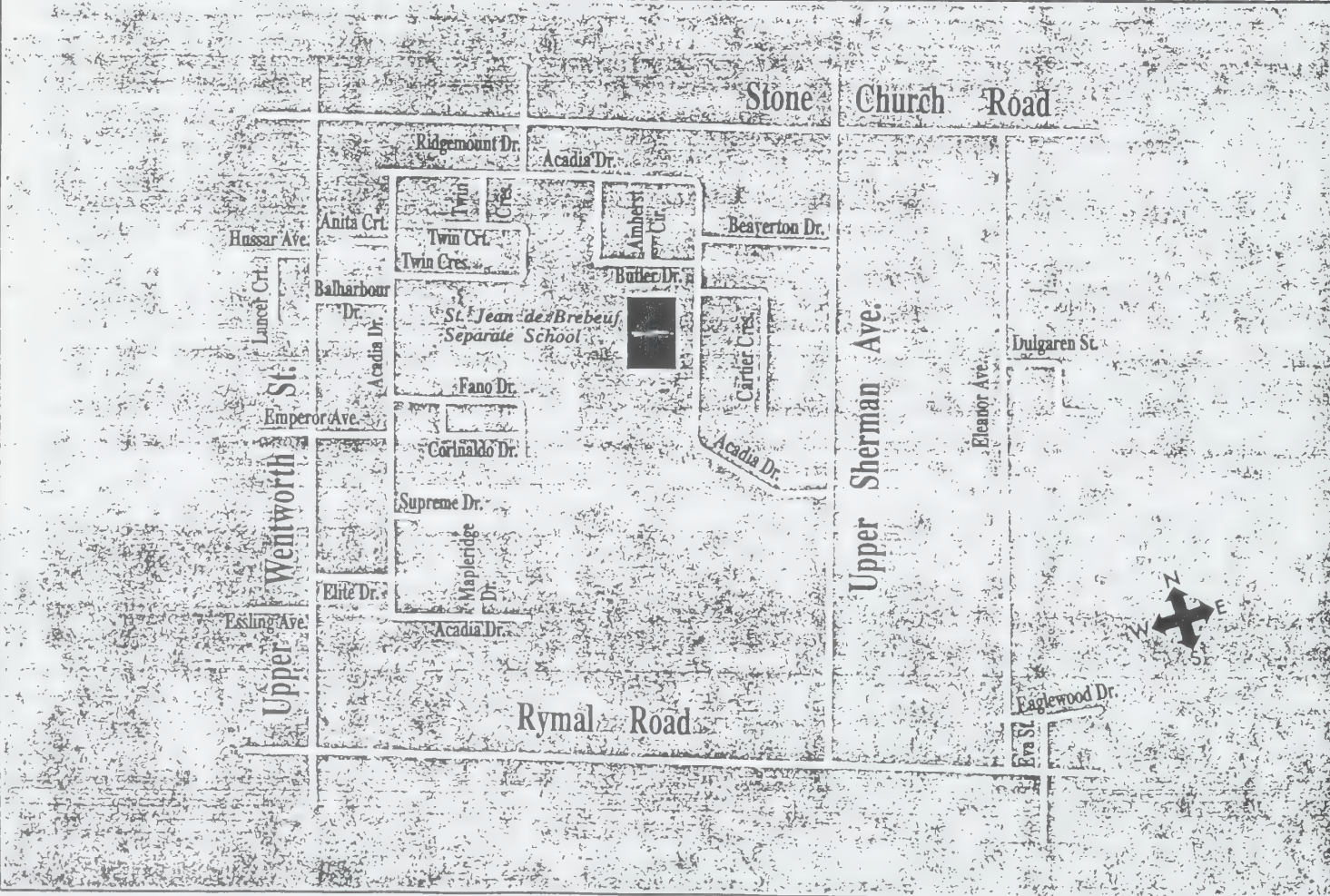
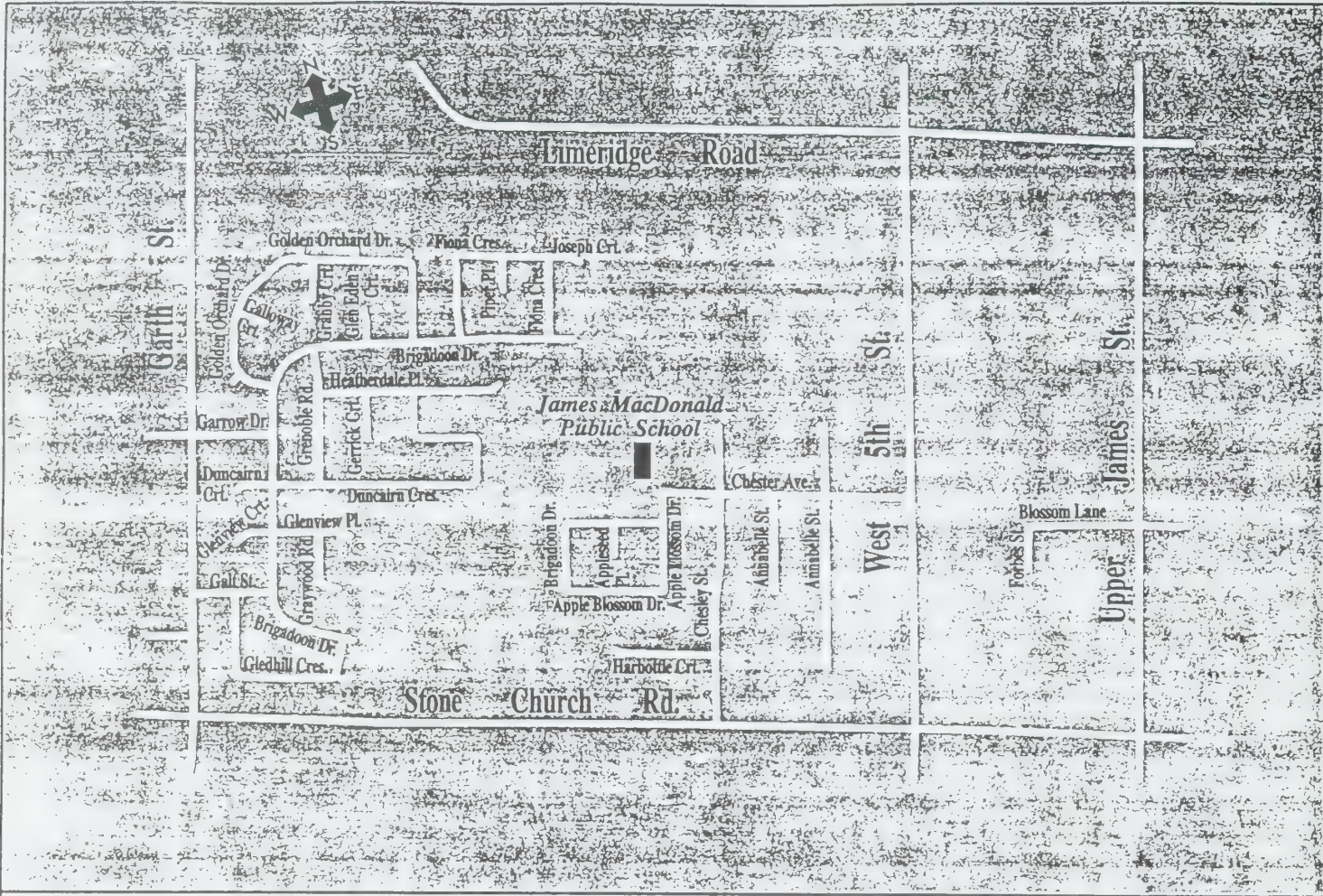
25 Main Street West, Suite 1000

Hamilton, LSP 1H1

phone: (905) 540-4277

fax: (905) 540-2385





Phase III: Public Comments

The following comments were received during Phase III (Design Alternatives) of the study, outside of public meetings. These comments were submitted either over the phone or in a letter to the Special Projects Office. All references to names and addresses have been removed, as required by the *Municipal Freedom of Information and Protection of Privacy Act*.

1.
 - I attended the public meeting and came away with two major concerns.
 - My first concern is the 7-8 feet that you want to expropriate off my used vehicle lot for the purpose of widening the road. This 7-8 feet is enough that it may not allow the property south of my main building to continue to function as a viable used vehicle lot, and I question whether the road could not be shifted seven or eight feet further south, using the properties of the homeowners and the church to allow this business to continue without major upheaval.
 - My second concern is that approximately fifty yards west of Upper James, on Stone Church, the crown of the road could be as much as a meter or a meter and a half higher in elevation than my used vehicle lot and I would certainly like to see the roadway lowered, so that my used vehicle lot would be at the same height as the curb and the sidewalk.
2.
 - We would like to thank you and your various committees for involving the people in the areas concerned. You appear to have listened to our concerns in view of the fact that you are in favour of a three lane road with curbs, bicycle paths and sidewalks.
 - Our main concern is the question as to why once again the primary and original areas of Stone Church Road have once again been forgotten. You will have already realized that at your information sessions, a large percentage of concerned property owners are from areas that are not slated for any kind of reconstruction/traffic relief. The areas between Upper Wellington and Garth Street have been largely ignored. Unfortunately, the major problems of traffic congestion and speed are primarily in exactly that location. Also, with the advent of the Red Hill Creek Expressway and the subsequent closure of Limeridge Road, the traffic will only increase in the precise areas again between Upper Wellington and Garth Streets.
 - The traffic problems at the intersection of Upper James Street and Stone Church Road will always increase. The more road improvements made will only increase the volume of users. At the present time, the traffic volume is great with daily line ups from Upper James to Upper Wellington being the norm rather than the exception. When the road is clear, the speed is always in excess of 60 km/hr. One needs only to drive down Stone Church Road at 50 km/hr. (the speed limit) and (a) watch the traffic pull away from you or (b) have the traffic pass you on either the right or the left hand sides. Unfortunately, we do not believe that the turning lane will alleviate this, but only provide a passing lane (as has already happened in the section between Upper Gage and Upper Ottawa). With the building of Tim Hortons at the Upper James intersection, this traffic build-up will only increase.
 - In view of the fact that the homeowners in this forgotten area have paid their fair share of taxes, it would be nice to see some improvements made to the

aforementioned area of Stone Church Road. Our taxes have already paid for these improvements and the cost of the sidewalks.

- the safety of our children and parents depend on the decisions that are made concerning this project.

3.
 - wanted to clarify construction scheduling for the study
 - wanted to know why the section from Upper Wellington to West 5th is not being constructed this year
4.
 - wanted to know what three lanes meant
 - wanted to know when construction will begin, and if access and parking will be disrupted during construction

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